THE MOTORCYCLE ENTHUSIAST'S WEEKLY NEWSPAPER VOLUME V NUMBER 37 October 10, 1968

CYCLE NEWS

Entertainment and Information from America's Biggest Undiscovered Motor Sport **WEST** **25¢**

SACRAMENTO 25

NIX NABS $10 GRAND CLASSIC BUT GARY DEFENDS POINT EDGE (see pages 7&8)

Flying into the first turn of the gruelling 25-Mile National Championship comes the cream of American racemanship, led by Mert (18) Lawwill and Dan (22) Haaby. But lurking on the outside is number 95 Freddy Nix, soon to take the lead and the lion's share of the national circuit's largest money purse.
—Photo by Dennis Greene.

NEWSPAPER

CYCLE NEWS
6417 North Long Beach Boulevard
Long Beach, California 90805

NATIONAL CALENDAR OF EVENTS

Readers are advised that listing in this calendar is a free Service. Cycle News disclaims any responsibility for cancellation or changing of events by promoters without notice.

AMA NATIONAL SCHEDULE

SEPT. 21-22–500 MILE NATIONAL
CHAMPIONSHIP ENDURANCE RUN Lansing MC, P.O. Box 1293, Lansing, Mich.-Entries from AMA or promoting club.

SEPT. 29 – 9 MILE NATIONAL
CHAMPIONSHIP DIRT TRACK Mar-Car, Inc., Box 75213, Oklahoma City, Okla. 73107–Entries from AMA or District Referee. Entries Close Sept. 8.

SEPT. 29 – 135 MILE NATIONAL
CHAMPIONSHIP ENDURANCE RUN Meteor MC, 1124 Kaighn Ave., Camden, N.J.–Southern New Jersey–Entries from AMA or promoting club.

OCT. 6 – 100 MILE NATIONAL
CHAMPIONSHIP ENDURANCE RUN Chautauqua Lake Cyclists MC, Cowing Rd. RD #4, Jamestown, N.Y.–Busti, N.Y. Entries from AMA or promoting club.

OCT. 12 – 8 MILE NATIONAL
J.C. Agajanian Enterprises, P.O. Box 98, Gardena, Calif.–Ascot–Entries from AMA or District Referee. Entries Close Sept. 21.

OCT. 13–145 MILE NATIONAL
CHAMPIONSHIP ENDURANCE RUN Midwest Enduro Team, 3110 Ringer Rd:, St. Louis, Mo. 63125–Old Mines, Missouri – Entries from AMA or promoting club.

OCT. – SPORTSMAN NATIONAL
CHAMPIONSHIP ROAD RACE Florida Harley-Davidson Dealers Assn., Miami, Fla.

– 160 MILE NATIONAL
CHAMPIONSHIP ENDURANCE RUN Riverside Bombers MC, Riverside, Calif.

EVERY SUNDAY
CLASS A SPEEDWAY RACING at Trojan Raceway, corner Long Beach Fwy. & Firestone Blvd. Firestone to Garfield, so. on Garfield, west on Southern to track. Gates open 5 p.m., race 7 p.m. 40% purse. Phone: (213) 923-7115.

ONE-DAY MOTORCYCLE TOURS starting at 10 a.m. from Roehr Bros. Sportcycle Center, 317 N. Victory Blvd. (between Magnolia and Olive), Burbank, Cal. For info call (213) 842-4847.

EVERY TUESDAY NIGHT
250cc CLASS A SHORT TRACK at Trojan Raceway, corner Long Beach Fwy. & Firestone Blvd. Firestone to Garfield, so. on Garfield, west on Southern to track. Gates open 6 p.m., race 8 p.m. 40% purse, fuel burners welcome. Ph: (213) 923-7115.

EVERY WEDNESDAY NIGHT
QUARTER-MILE FLATTRACK RACING at Orange Co. Speedway, ACA sanc. Santa Ana Fwy. to Laguna Cyn. offramp, left at 1st st., Valencia, 2 mi. to track. 125-250-Open classes, 40% purse, pits close 8 p.m. For info call (714) 528-4290.

SPORTSMAN TT RACES at Orange Co. Speedway, ACA sanc. Santa Ana Fwy. to Laguna Cyn. offramp, left at 1st st., Valencia, 2 mi. to track. All classes, runs in conjunction with flattrack, pits close 8 p.m. For info call (714) 528-4290.

EVERY THURSDAY NIGHT
SPORTSMAN TT RACES at Trojan Raceway, located corner Long Beach Fwy. & Firestone Blvd. Firestone to Garfield, so. on Garfield, west on Southern to track. Any affil. okay, 100cc & 250cc.

EVERY FRIDAY NIGHT
AMA PROFESSIONAL FLATTRACK HALF-MILE RACES at Ascot Park, 183rd & Vermont, Gardena, Calif., promoted by J.C. Agajanian. For info call (213) DA 3-5055.

QUARTER-MILE SPORTSMAN SHORT TRACK co-sponsored by Ft. Sutter & Sacramento Trackers M.C.'s at Sacramento Nat'l Raceway, Sacramento, Cal. Take Jackson Rd. or Hwy 16 to Excelsior, no. 1/2 mi.

EVERY SATURDAY NIGHT
CLASS A SPEEDWAY RACING at Whiteman Stadium, 12850 Pierce St. at San Fernando Rd., Pacoima, Cal. Races 8 p.m., $2.50 adults, $1.50 under 12, free under 6. Free parking. For info contact Criswell Enterprises, 12130 Sherman Way, No. Hollywood, Cal. (213) 983-1617.

TT RACING under the lights at Elsinore Race Track. Just off Hwy. 71, east of Perris, Calif. turnoff. Sportsman trophies for all classes.

3-STAR PROFESSIONAL TT RACE by Mt. Baker M.C. at Bellingham, Wash. AMA sanc. For info contact Mt. Baker M.C., 600 DuPont, Bellingham, Wash. 98225.

TT SCRAMBLES RACING each and every Sat. night through the summer. Limited amount of riders is 150. Perris M.C. Recreation Center, Perris, Calif.

SPORTSMAN SHORT TRACK RACING at Cycle-Land Speedway, 14 miles south of Chico, Calif., presented by the Valley M.C. For info call Dick McAfee at 877-3395 in Paradise, Calif.

EVERY OTHER SATURDAY
ROAD RACE SCHOOL at Whiteman Air Park, 12030 Pierce St., Pacoima (corner Pierce St. and San Fernando Rd.). Street bike preferably, 9 a.m. start, $10 per student. For info call Bob Braverman at (213) 785-2421.

1st SAT. NIGHT OF EACH MONTH
AMA PROFESSIONAL TT STEEPLECHASE RACES at Ascot Park, 183rd & Vermont, Gardena, Cal., promoted by J.C. Agajanian. For info call (213) DA 3-5055.

SATURDAY, SEPTEMBER 21st
SHORT TRACK RACES by North Bay M.C. at Sonoma Co. Fairgrounds arena, Santa Rosa, Cal. signup & prac. 5:30-6:45 p.m., race 7:30 p.m. AMA sanc.

4-STAR PROFESSIONAL AMA HALF-MILE DIRT TRACK RACE by Visalia Ramblers M.C. at Tulare Fairgrounds, Tulare, Cal. Signup 3-5 p.m., pract. 5 p.m., race 8 p.m. For info call (209) 688-0322.

SAT. & SUN., SEPT. 21 & 22nd
1st ANNUAL 100cc TT GRAND PRIX by Experts M.C. of San Diego at Mesa Speedway. Info from Experts M.C., 215 Paden Dr., Spring Valley, Cal. or Earl Roloff at (714) 479-3209.

SUNDAY, SEPTEMBER 22nd
MOTO-CROSS at Carlsbad, Cal. by Calif. Moto-Cross Club. Mail entry $5.00, post entry $10. Mail to P.O. Box 124, Reseda, Cal. 91335. Close Sept. 18. AFM Nat'l pts.

MOTO-CROSS at Enumclaw, Wash. Follow signs from Auburn, Wash., just no. of Tacoma. For info contact Seafair M.C., P.O. Box 936, Auburn, Wash.

1st ANNUAL 100-MILE HARE SCRAMBLES by 100's M.C. Limed from Lucerne, Cal., starts 9 a.m., Dist. 37 pt. run, AMA sanc. For info call (213) 332-3285 or (213) 966-7113.

TT SCRAMBLES by Prospectors M.C. at Perris, Cal. Dist. 37 pt. run, 8:30 a.m. start. For more info call (213) 674-5782.

SPORTSMAN ROAD RACES by Southwest M/C Racing Assn. at Green Valley, Texas. For info contact Races, 2507 T.C.U. Ave., San Angelo, Tex. 76901. (915) 949-1030.

PROFESSIONAL 1/4-MILE SHORT TRACK, promoted by Barkhimer Assoc. at Petaluma Fairgrounds Speedway, Petaluma, Cal. $600 purse, AMA sanc. Opens 11 a.m., qual. 1 p.m., race 2:30 p.m.

CHAMPIONSHIP SCRAMBLES by Lucky Spokes M.C., Brush Prairie, Wash. AMA sanc. & pts. For info write club at P.O. Box 77, Brush Prairie, Wash. 98606.

AFM NAT'L CHAMPIONSHIP GRAND PRIX ROAD RACE at Vaca Valley Raceway, Vacaville, Cal. $500 purse for GP, trophies for Prod. For info contact 4810 Daisy St., Apt. B, Oakland, Cal. 94619. (415) 536-2950.

HARE SCRAMBLES by Hi-Jinx FMC at El Mirage Dry Lake. Limed from Adelanto, Cal. 9:30 a.m. start, no affil. 100cc max. (213) 425-9652.

SCRAMBLES by King City Wheelers M.C. at King City Fairgrounds, King City, Cal. AMA sanc., Dist. 35 pts. Signup 8:30-11, prac. 9:30-11, race 11:30 a.m. For info contact Jim's Cyclery, King City, Cal. Phone: 385-4230.

JOHN BAGLEY BENEFIT RUN by Golden Eagles M.C. Starts from H-D of Fullerton 537 W. Valencia, Fullerton, Cal. from 8-10 a.m. For info (714) 827-5478 or after 6 p.m. (714) 535-8666.

1/4-MILE TT SCRAMBLES by Feather River M.C. at Triple M Speedway, Marysville, Cal. AMA sanc., night race. For info call (916) 742-7785.

SAT. & SUN., SEPT. 28 & 29th
AAMRR AUTUMN NAT'L ROAD RACES at Indianapolis Raceway Park, Indianapolis, Ind. Sat. prac. & street classes, Sun. GP classes $1500 purse & overage. Entries close Sept. 16, contact AAMRR, 111 42nd St., Union City, N.J. (201) 867-5900.

FUN FOR ALL WEEKEND by Silver Queens M.C. in Las Vegas, Nev. Field Meet, Poker Run (Street & Dirt) for info call (702) 735-5797.

2nd ANNUAL REDWOOD TOUR by Napa M.C. Mail entry $3.00 to Napa M.C., P.O. Box 2561, Napa, Cal. 94558. For info call (707) 224-6167.

SATURDAY, SEPTEMBER 28, 1968
SCRAMBLES by Hayward M.C. at Hayward, Calif. Speedway.

SUN., SEPT. 29th, OCT. 6 & 20th
TIJUANA TT at Autodromo de Tijuana, 3 mi. east of Caliente Race Track on Tecate Rd., 3/8-mi. course, prac. 8-11:30 a.m., race at noon. Info: Carlos Iribe, Box 2579, San Ysidro, Cal.

SUNDAY, SEPTEMBER 29th
10th ANNUAL SISSY RUN by Dusters M.C., AMA sanc., Dist. 37 pt. run. Limed from Sun Village and Adelanto, Cal. 9 a.m. start. For info call (213) 835-9457.

HARE SCRAMBLES by Oasis Scramblers & Nevada Trailblazers M.C.'s, AMA sanc. Signup 8 a.m., race 1 p.m., follow lime from Hwys. 40 & 395 in Reno, Nev.

SCRAMBLES by Eastside M.C. at Halls Ranch, Uvas Dam, Cal. AMA sanc., prac. 9:30 a.m., race noon. For info (408) 258-8841 in San Jose, Cal.

BENEFIT SCRAMBLES by Stockton M.C. & Lodi M.C., proceeds to San Joaquin Assn. for Retarded Children. AMA sanc., at Lodi Cycle Bowl, Lodi, Cal. Signup & prac. 8:30, race at noon.

EUROPEAN SCRAMBLES by Bushmaster M.C. on Interstate 10, five mi. east of Cabazon, Calif. Call (714) 849-8264.

TT SCRAMBLES by Four Aces M.C. at Huntington Beach, Calif. Track. San Diego Freeway to Talbert, turn East. Call (213) 845-8834.

SCRAMBLES by M/C Explorer Post 305 at Madera Co. Fair. For info, write 424 S. A Street, Madera, Calif.

ACA 12-HOUR PRODUCTION GRAND PRIX, Willow Springs International Raceway, Rosamond, Calif. 9:00 a.m. to 9:00 p.m. All classes. Info (714) 528-4290

3rd ANNUAL CRUISERS TOUR by Santa Ana Cruisers M.C. Call (714) 842-2976 for info. RRC pt. run.

SATURDAY, OCTOBER 5th
SHORT TRACK RACES by North Bay M.C. at Sonoma Co. Fairgrounds arena, Santa Rosa, Cal. signup & prac. 5:30-6:45 p.m., race 7:30 p.m. AMA sanc.

SAT. & SUN., OCT. 5 & 6th
MAMMOTH MOUNTAIN MOTO-CROSS at Mammoth Lakes, Cal. For race info and accommodations write Hi Sierra M.C., Box 482, Mammoth Lakes, Cal. 93546. Mail entry closes Oct. 1, post entries available.

4th ANNUAL INDIO M/C TOUR by Pacific Coasters M.C. AMA 1968 Tour Awards, 125 trophies, for info contact local H-D dealer or write Pacific Coasters M.C., 4502 Gila Ave., San Diego, Cal. 92117.

GOLD COAST TOUR by Salinas Ramblers M.C. Entries close Sept. 29. Applications available from Wayman's H-D, 321 N. Main St., Salinas, Calif.

CYCLE NEWS

SUBSCRIBE NOW TO CYCLE NEWS

FREE to each new subscriber, this special CYCLE NEWS decal, a full 5 inches in size!

☐ $7.50 1 year ☐ $12 for 2 years

Via 1st class mail for one year $18. ☐
Via Air Mail for one Year $26. ☐
(please check one of the above).
This is a new subscription ☐
This is a renewal ☐
I enclose check or money order ☐ or
please bill me later ☐

NAME ____________
ADDRESS ____________
CITY ____________
STATE ____________ ZIP ____________
(due to postal regulations we must have zip codes on all subscriptions)

Please allow three weeks for new subscriptions to start.

Mail to: CYCLE NEWS, Box 498, Long Beach Calif 90801

CALENDAR

SUNDAY, OCTOBER 6th
ANNUAL CACTUS DERBY by Riverside Bombers M.C., AMA sanc., 7:01 a.m. start, 8 mi. so. of Barstow, Cal. take Central Barstow offramp. Mail $5.00 entry to Gene Lindley, Box 1002, Cherry Valley, Cal. 92223. Close Sept. 22, post $7.00.

moto-CROSS Sage Hoppers M.C. AMA Encinitas, Calif. No admittance charge. Limed from Interstate #5 and Encinitas Blvd. For info call Bob Gooding (714) 753-2907.

27 MILE HARE SCRAMBLES by Greyhounds M.C. at Hi-Vista, Calif. 50% Trophy. Call (213) 367-2907.

HILL CLIMB Sportsman event by Campbell M.C., Campbell, Calif. at Hall Ranch. Call 378-1974 or 241-6443.

EUROPEAN SCRAMBLES by Desert Challengers M.C. at Deadman's Point, Apple Valley, Cal., 3 1-hr. races, large trophies, for info (213) 845-6448.

GRAND PRIX MOTO-CROSS at Saddleback Park presented by San Clemente Jaycees, no affil. req. All classes starting with 360-Open Exp. at 9:30 a.m. Mail entry $5.00 to Box 542, Capo Beach, Cal. 92624, closes Sept. 25, post entry $7.00. Santa Ana Fwy. to Chapman offramp, east to Santiago Cyn., turn right & follow lime.

SATURDAY, OCTOBER 12th
2nd ANNUAL PACIFIC COAST CHAMPIONSHIP MOTO-CROSS & SCRAMBLES Expert entry limited to 25, unlimited Nov./Exp. Scrambles entry (5 classes). Scrambles 9 a.m., Moto-Cross 12 noon. For info contact Seafair City M.C., P.O. Box 963, Auburn, Wash. or call (206) TE 3-7313 or UL 2-8941.

SUNDAY, OCTOBER 13th
4th ANNUAL FIELD MEET by Playboys M.C. Call (213) ...33 for info. RRC pt. run. CANCELLED

MOTO-CROSS at Carlsbad, Cal. by Calif. Moto-Cross Club. Mail entry $5.00, post entry $10. Mail to P.O. Box 124, Reseda, Cal. 91335. Close Oct. 8. AFM Nat'l pts.

SUNDAY, OCTOBER 20th
SCRAMBLES by 13 Rebels M.C. at Perris, Cal. Cheaters – honest starter, Bernie. 8 a.m. start, small bores 8-12, big bikes thereafter. For info (213) 771-2539.

TURKEY HARE & HOUND Dist. 37 AMA Championship near Red Rock Canyon in Mojave Desert. Limed from Hwy 14.

SUNDAY, OCTOBER 27th
POKER RUN by Rebel Rousers M.C. Call (213) 444-9644 for info.

AFM NAT'L CHAMPIONSHIP GRAND PRIX ROAD RACE at Cotati Raceway, Cotati, Cal., so of Santa Rose on Hwy. 101. $500 purse for GP, trophies for Prod. For info contact 4810 Daisy St., Apt. B, Oakland, Cal. 94619. (415) 536-2950.

SAT. & SUN., NOV. 2 & 3rd
ENSENADA EL TOUR GRANDE, Road Run sponsored by Cycle News from Mexican Border at San Diego, Cal. to Ensenada, Mex. 5-card poker run, Sat. night Ensenada nightlife, parade through Ensenada, custom contest, native brass decorative trophies. Participant pins. Advance entries to Cycle News Tour, Box 498, Long Beach, Cal. $2.50. (Make motel reservations early. See ad this issue.)

SUNDAY, NOVEMBER 3rd
2nd ANNUAL "MONSTER RUN" by world renowned Kern Co. Trailblazers M.C., somewhere in the scenic wilderness of Kern Co. Details later.

HIGH SIERRA ENDURO by Port Stockton M.C. at Railroad Flats, Cal., 60 mi. east of Lodi. First rider out 8:01 a.m., all classes, Dist. 36 AMA sanc., mail $3.00 entry to Mrs. Jim Thompson, 1987 Michigan Ave., Stockton, Cal. 95204.

NOVEMBER 4th THROUGH 7th
MEXICAN 1000 ENSENADA TO LA PAZ RUN entries now being accepted. Contact NORRA, Inc., 19720 Ventura Bl., Woodland Hill, Cal. (213) 883-4140.

SAT. & SUN., NOV. 9 & 10, 1968
10th ANNUAL GRAND PRIX at Hopetown by Dirtdiggers M.C. Dist. 37 pts. Mail entry only, $8. Use official entry blanks. For info call (213) 964-5076. Entries close Oct. 19.

SUNDAY, NOVEMBER 10th
TT SCRAMBLES by Silver City Scramblers M.C. at Las Vegas, Nev. Dist. 37 pts. For info contact Vegas Cycle Center, 1020 E. Fremont, Las Vegas, Nev. (702) 384-3024.

22nd ANNUAL COWBELL DERBY Enduro by Hayward M.C. Starts at Upper Lake, Calif. Call Robert Queen, (415) 538-3412. Mail entries to Cowbell, 21077 San Miguel Ave., Castro Valley, Calif. 94546.

SAT. & SUN., NOV. 23 & 24th
CATTLE CALL RUN by Mary's Men M.C., AMA sanc., SDRRA pt. run. Start finish at Cattle Call Arena, Brawley, Cal. 8 a.m. For info, Mary's Men M.C., 4588 50th, San Diego, Cal. 92115.

SUNDAY, NOVEMBER 24th
13th ANNUAL TURKEY MUD SCRAMBLES by Oregon Sidewinders M.C., 100-175-250-Open classes, at Sidewinders track on SE Lawnfield Rd., Clackamas, Ore. near Portland. Info write Rt. 3, Box 290-C, Oregon City, Ore. 97045.

SATURDAY, NOVEMBER 30th
2nd ANNUAL BARSTOW TO LAS VEGAS PACIFIC SOUTHWEST CHAMPIONSHIP HARE & HOUND by San Gabriel Valley M.C. Dist. 37 pts., 185 mi. desert terrain. Limed from Minneola Rd. offramp approx. 12 mi. no. of Barstow, Cal. on Vegas Fwy. For info contact SGVMC, P.O. Box 813, El Monte, Cal. 91734.

SUNDAY, DECEMBER 10th
SOUTHERN NEVADA TT CHAMPIONSHIP by Vegas Valley M.C., Las Vegas, Nev. For info contact Tom's Cycle Center, 1030 S. Main, Las Vegas, Nev. (702) 382-6600.

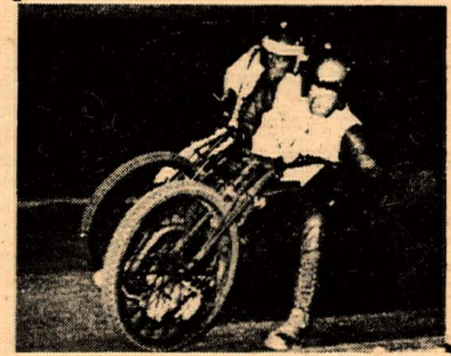
FRI., DEC. 13 & 27, FEB. 7 & 14th
INDOOR SHORT TRACK RACES at Cow Palace, San Francisco, Cal. AMA sanc., 10-mi. concrete track, promoted by Bob Barkhimer Assoc., John Soares Track & Promotion Mgr. For info write #14 Camp Evers Lane, Santa Cruz, Cal. 95060.

SILVER QUEENS M.C.
Present
2nd Annual AMA Sanctioned
FUN for ALL WEEK-END
SEPT. 28 & 29
CAMPING-BOATING-SWIMMING
at Beautiful Lake Mead
SAT. SEPT. 28 Field Meet—Start 3 p.m. Entry 50¢ followed by Hot Dog roast
SUN. SEPT. 29 Your choice of TWO Poker Runs – ALL Street or ALL Dirt—Start 9 a.m. Entry $3.00 post entry $3.50.
Entries at your local dealer or write S.Q.M.C. P.O. Box 1591 Las Vegas, Nev. 89101 or Call (702) 735-5797.
SAT. NIGHT SEPT. 28
TT SCRAMBLES
Craig Rd. Speedway

INTER - AMERICAN MOTO-CROSS SERIES IN THE WEST
NOV. 10th and 11th – DALLAS, TEXAS
NOV. 17th and 18th – WESTLAKE VILLAGE, LOS ANGELES
NOV. 24th – DE LAVEGA PARK, SANTA CRUZ
DEC. 1st – CARLSBAD RACEWAY, CARLSBAD
DEC. 8th – SADDLEBACK PARK, IRVINE
DEC. 15th – GUADALAJARA, MEXICO
INFORMATION and ENTRIES
INTERNATIONAL MOTO-CROSS 4790 Palm Ave., La Mesa, Calif. 92103–Tel. (714) 460-4289

MOTO-CROSS
Carlsbad Raceway Presented by California Moto-Cross Club
Prize Money
SEPTEMBER 22
For Expert Classes 250 & 500–Trophies For Juniors–Mail entry $5.00 Post Entry $10.00
Entries Close September 18th
Expert & Junior 0-125 126-250 251-500 Open. Camping OK. Gates Close 11:00 p.m. Saturday night. The course will be dust free – Sprinkling System in and operating. Mail Entry to: P.O. Box 124, Reseda, Cal. 91335.

DIRTDIGGERS 10th ANNUAL GRAND PRIX
NOV. 9th & 10th at HOPETOWN
District 37 Points (Scrambles & Desert)
$8.00 *(mail entries ONLY)
The Official Dirtdiggers Entry Blank ONLY will be Accepted
Entries OPEN Sept. 15th – Close Oct. 19th
0-250cc (All) DDMC 8921 11th Ave. Inglewood, Calif.
POST ENTRY $100.
251-Open (All) & Sidehacks DDMC 19308 Aguiro St. Rowland Heights, Calif.

J.A.P. PROFESSIONAL
SPEEDWAY SHORT TRACK
1/6 MILE ALL NEW DIRT SPEEDWAY

Riders and Owners CALL 983-1617
Every Sat.
8:30 p.m. 40% PURSE
TOP 12 RIDERS SHARE
WHITEMAN STADIUM
12130 Pierce St., Pacoima
Take Terra Bella exit east off Golden State Freeway

MOTO-CROSS $ MOTO-CROSS $ MOTO-CROSS $ MOTO-CROSS $ MOTO-CROSS $
MAMMOTH MOUNTAIN
MOTO-CROSS
OCT. 5 & 6
JUNIOR SENIOR
0-125 126-250 251-OPEN
Presented by
HIGH SIERRA M.C.
CASH FOR ALL SENIOR CLASSES
1st 100.00
2nd 50.00
3rd 25.00
LARGE TROPHIES FOR JUNIORS
THESE RIDERS WILL BE RIDING IN THE EVENT
RON NELSON, GARY BAILEY, J.N. ROBERTS, GARY CONRAD
JOHN DE SOTO, PRESTON PETTY, LARS LARSSON, NICK NICHOLSON

ENTRIES CLOSE OCT. 1st	OCT. 5th – 10 a.m.	OCT. 6th – 10 a.m.	MAIL ENTRY OR INFO
Junior – $3.00 mail $5.00 post Senior – $5.00 mail $10.00 post Senior Special – 3 classes – $12.00 mail Side Hack Entries $5.00 mail $10.00 post	0-125 Jr. & Sr. 126–250 Jr. only	126 – 250 Sr. only 251 – Open Jr. & Sr.	P.O. BOX 482 MAMMOTH LAKES, 93546
	PRACTICE All Day – Oct. 3 & 4 – 7 a.m. – 10 a.m. – Oct. 5 & 6		

MOTO-CROSS $ MOTO-CROSS $ MOTO-CROSS $ MOTO-CROSS $ MOTO-CROSS $

You'll always see it FIRST in CYCLE NEWS

6477 N. Long Beach Blvd.
Long Beach, Calif. 90805
Or: Box 498, Long Beach, Calif.
Phone: 423-0431
(Area Code 213)
From L.A. Phones: 636-8844

"America's Only Weekly Motorcycle Newspaper"

Publisher . . . .Charles C. Clayton
Business Manager . .Sharon Clayton
Editor . . . . .Carol Sims
National Adv. Director . .Tom Culp
Photo Editor . . . . . .Dennis Greene
Lab Technician . . . .Bill Pettigrew
Bookkeeper . . . . . .Susan Whitelaw
Staff Artist . . . . Charles La Greca
Circulation Dept. . .Jenny McDonald
Editorial& Adv. Asst. Sandra Purdy
Published weekly except the first and last week of the calendar year by C&S Publishing Co., Post Office Box 498, Long Beach, California. Second Class postage paid at Long Beach, Calif.

Editorial stories, cartoons, photos, etc. are welcomed and will be paid for upon publication (except press releases and "Voice" letters.) Addressed, stamped envelope assures return.

Single copy price. . . . . 25¢
Subscription: One year 2nd class Mail $7.50
Advertising rates and circulation information will be sent upon request.

VOICES OF THE WEST

HELPFUL SHAMROCKS

I would like to thank the Shamrocks M.C. for their run September 8 and especially the guy that stopped for me and towed me in until his bike blew up, and the other Shamrock who brought his truck and trailer out.

I hope I will have the opportunity to help you guys sometime.

LLOYD POWELL
#301
President, Desert Foxes M.C.

CANADA THANKS CALIFORNIA AND WASHINGTON

We, the membership would like to thank some of your California riders for traveling a great distance to help us put on our event the Western Canadian Moto-Cross Championship.

Thanks to Kurt Lohmeyer, Larry Nolen, Larry Verdoorn. Thanks also to Maureen Lee and her husband Gene for coming to cover the event.

A special thanks to a great showman John Rice who stayed with the leaders despite the track being rougher than he is used to.

Another special thanks to a guy from Spokane, Wash., Norman Kopp. No one knew of him before but they sure know now. He is one of the fastest, smoothest riders we have seen in a long, long time.

So thanks again for a great bunch of people for coming a long way. Hope to see you all again soon.

WALLY SUKAROFF
Totem Competition M/C Club
Vancouver, B.C. Canada

STEEP IT IS!

In your Sept. 5 issue of Cycle News West, you featured an article about the Muskegon Nat'l. Championship Hill Climbs. The meat of the article included these statements: Length of Ascent – 320 ft., Clay Starting Shute – 10 ft., Hill Slope – 60 degrees.

I work with a bunch of engineers who claim it's impossible to obtain traction at a 45 degree angle let alone a 60 degree. I bike ride quite a bit and although I've never measured any hills I've climbed with a protractor. I could swear I've climbed some that were at least 45 degrees.

Is the hill in your article really 60 degrees or is it 60% slope. If it's 60% that means it's only 31 degrees or 32 degrees slope because a 100% slope is equal to 45 degrees.

I sure would appreciate an answer by mail or through the paper. I've had a running argument for the last six weeks at work about this subject.

JAY RANDALL
Long Beach, Calif.

ED. NOTE: We were told it was a sixty DEGREE slope, by the President of the Muskegon M.C. Comparing it to our 60° triangle, it looks close. As for getting traction on it, you can't, unless you get a good momentum in that first 10 feet!

GASP! GIVE US ANOTHER WEEK TO SOLVE THE PUZZLE PUZZLE

Little did we dream, when Cycle News published Motorcycle Puzzle #1, that such a deluge of entries would flood our offices. Exactly 343 readers sent solutions in the "find the motorcycles" contest, including dozens of brands we have never heard of. To check them out, we are having to call on the accumulated knowledge of Mr. Motorcycle Encycopaedia himself, Floyd Clymer. We should be able to announce the winner NEXT week. Meantime, does anybody know if there really was a motorcycle called the MF?

Legislative Notebook

By Barbara Adams Dahms

Once upon a time (about a year and a half ago) in an eastern state (which though nameless is not mythical) a law was passed to increase motorcycle safety. The prime feature of this law was; of course, the mandatory wearing of helmets by rider and passenger. Standards for helmets were to be set later.

Standards presumably have not yet been set or they are even more incredible than in another eastern state where over 150 models have been approved. One sees all manner of helmets, even football helmets, war helmets and toy helmets. I saw one rider in a "tupper-

ware" mixing bowl. But if your head is bare you are liable to a fine.

Most of the riders in this state are very young. There is a peculiar quirk to the license law. To have a license you must be 16. To ride a "big bike" (over 5.5 bhp) you're supposed to have a license. To ride a "little bike" you can be any age, any skill and ride anywhere.

Many of the young riders (and their parents) think the helmet law is a good idea. Riding 2, 3 and sometimes even 4 on a Honda 90 they feel safer in their helmets.

It doesn't do much good to tell them that the helmets they have on their heads won't help much because they're not up to any sort of standard. Basically they know this, but the idea begins to seep in: "Helmets mean safety, any kind of helmet means safety."

Nor is it very useful to tell a merchant selling a ten dollar, imported "safety helmet" (that ignores every rule of good helmet design) that there is not only no "safety" in that lid but possibly quite a bit of danger. It satisfies the law. That's what the people buy...the cheapest helmet that satisfies the law.

This law also requires crashbars on every motorcycle. It has been a neat job to fit crashbars on some bikes but someone has managed and they all have them. Any NEW rider can tell you they are safer. The state says they are safer and he feels safer because they are there. Besides, when he dumps the bike the crashbars protect the paint.

The law was authored and pushed through passage by a medical doctor-legislator who is so terrified of motorcycles that he is afraid to pack across a park. It was passed almost unanimously by legislators who, for the most part, have never ridden a motorcycle.

But the state KNOWS...by virtue of being the state. And the state's errors become the standard of operation. Soon everyone Knows what the state Knows. The lessons learned from experience and common sense gradually become false as what the state KNOWS becomes true.

And the kids and their parents think the law is a good law because it is there. As one of them put it, "There have been four kids killed around here in the last year. All of them were wearing helmets. If it hadn't been for the helmets if might have been worse."

COOLEY'S COLUMN

By Wes Cooley

The views expressed in this column are those of the columnist and his sources and are not necessarily the opinions of this newspaper or even the truth.

Equal space will be provided to those who wish to take issue with any or all of the statements in Cooley's Column.—the Publishers.

Well, I have returned, to the delight of some and to the sorrow of others. We will try to make this column as interesting each week as we possibly can. Don't forget, if you have any complaints, praise, comments, etc., drop a note to Cooley's Column, P.O. Box 273, Placentia, California 92670 and we'll be glad to air your views or discuss them in this column and we will do out best to treat you as fairly as possible and quote only when requested.

Loose Language

Let's not have the motorcyclists in Southern California, or anywhere else in the country, duped by the recent ad placed by the Dirt Diggers Motorcycle Club concerning their 10th Annual Grand Prix. This has been the largest single motorcycle event, rider-wise, held in this country, at least in the past few years, and they did have two International sanctions, even though their ad states this will be the 3rd International Moto-Cross.

No International riders holding FIM licenses will be competing at this event. On the contrary, there will be an International moto-cross event on the 9th and 10th of November in Dallas, Texas where the European CZ and Husqvarna teams will compete against American riders.

If any readers are interested in knowing more about the International events to be held in the California area, contact your local dealer. Most of them have received information sheets concerning the International Moto-Cross Series. If not, you may contact International Moto-Cross, 4790 Palm Ave., La Mesa, Calif., telephone (714) 460-4239.

Speedway racing is fine and the new association has a great deal of work to do in order to accomplish their goals. There are some very fine men involved in the speedway association and I know they would like to see motorcycle speedway racing come back to the United States and regain the prestige it had in the 'thirties. The area in which they will have the most difficulty obtaining cooperation will probably be with the riders. Most of the top speedway racers are past and present champion AMA professional riders.

Speedway Scene

After sitting in on meetings and talking with some of these men I realize they have really been duped by not only the sanctioning organizations but by the promoters in the past and, naturally, now that they know the truth, they find it hard to believe that anyone or any group wants to give them an equitable deal. Also, I think some of the promoters will probably use this as a wedge in order to get some of the sanctioning bodies to lean toward their terms.

As some of you probably know already, Ascot will not hold any more speedway events. Starting this Friday night they will be back with the half-mile flattrack events. This gave the promoter an excellent opportunity to put his admission price back in line. Also, anyone interested in speedway and those of you who attended the speedway events not only at Ascot but at Whiteman will realize that a speedway course cannot be rectangular in shape such as a Class C track, but must be more oval-shaped in order for the small, powerful motorcycles to put on any kind of a show.

The track at Ascot was really not conducive to good speedway racing as far as putting on a good show was concerned. We hope that the owners and riders as well as the promoters do not become disenchanted because Ascot has dropped their program.

Speedway is just another form of racing and we feel it has its place in American motorcycling and that it will attract fans and gain acceptance like any other form of motorcycling. But since this is a group from the old school of racing as well as the new generation of riders, speedway racing will face many problems before there is harmony.

COMPULSORY HELMET LAWS TO BE TESTED AGAIN BY AMA

WORTHINGTON, Ohio, Sept. 9 – The American Motorcycle Association announced today that it will again file suit in the State of Michigan against mandatory motorcycle helmet laws.

The new suit is aimed at a recently-passed Michigan statute requiring motorcycles to carry helmets for the operator and each passenger.

William T. Berry, Jr., executive director of the A.M.A. said the Association's Executive Committee plans to take this action against the State of Michigan early next month as part of a continuing effort to carry the controversial issue to the U.S. Supreme Court for a favorable decision.

Last May, in response to an A.M.A. action, the Michigan State Court of Appeals found unconstitutional a 1966 state law requiring motorcyclists to wear helmets. The court could see no direct relationship between wearing helmets and public health, safety and welfare. It said the law "has a relationship to the protection of the individual motorcyclist from himself, but not to the public health, safety and welfare."

The new law attempts to make the helmet part of the vehicle, and the A.M.A. will claim that the intent of the law is to make the helmet a compulsory item of wearing apparel.

The motorcycle association contends that the law is, in effect, an attempt by the state to circumvent the earlier, unanimous decision of the Michigan State Court of Appeals which ruled compulsory helmet laws unconstitutional because of their basic infringement on the "due process ... equal protection ... and right of privacy provisions of the Ninth and Fourteenth Amendments of the Constitution of the United States."

Mr. Berry said the A.M.A.'s objection to such laws is based on the belief that an individual has a constitutional right to wear – or not wear – protective equipment. "The American Motorcycle Association has pioneered the promotion of motorcycle safety in the United States," he added, "and we will continue to lead the way by initiating and supporting relevant traffic safety programs." The A.M.A. has assisted similar efforts in other states.

It is expected that the suit will be filed by the A.M.A. and Harold D. Farnam, a Michigan resident, against Frederick E. Davids, Director, Department of State Police.

ARIZONANS OBJECT TO STATE CYCLE LAWS

By Ernie Flores, Jr.

Objections against provisions of Arizona Senate Bill No. 11 is mounting in spite of the fact that is now a law and will take effect January 1 next year.

The objections are in the form of circulars being distributed around asking for signatures against the law as well as columns and write-ups in different publications in the state.

One circular found in practically all the cycle shops in Phoenix says in part that the law requiring "safety approved" crash helmet for driver and passengers and a 15-inch handlebar height is "a direct violation of freedom of choice."

"Today they force you to wear a helmet; tomorrow, they may force you to give up riding altogether. Are you going to stand for that? Next thing you know, they will force all occupants of sport cars, convertibles and 'soft top' autos to wear crash helmets", the circular said.

The circular is tacked on the walls of cycle shops and beside it is a petition with several spaces for signatures. It is claimed that hundreds have already signed petitions and the proponents are optimistic they may yet stop operation of the law.

Writers in many areas of the state have also mounted a barrage against the new cycle law. One of the most outspoken and articulate is the Rev. Paul D. Urbano, rector of All Saints' Episcopal Church in Phoenix, himself a motorcycle enthusiast.

In a column he wrote for the Arizona Republic, he said he is in favor of licensing cycle operators after being tested of their proficiency in handling the vehicle. This, he said, will eliminate untrained and irresponsible cyclists on the roads.

However, he objected to the provisions requiring hand rails for passengers and the compulsory use of helmets. 'Personally, I consider the time-honored custom of passenger's putting their arms around the waist of the driver much safer and much more fun for a young man driving his girl," he said.

On helmets, which he considers the most objectionable, he has this to say: "That they must be worn at all times when riding makes riding in this part of the country nearly impossible during the hot months. Indeed, considering the sweat that rolls down into the eyes, a helmet in summer here can become a positive liability," he said.

"Helmets must also be worn by passengers. This means that if I am going down the street and encounter a friend who needs a ride, I must forwith supply him with a helmet. Where am I supposed to keep it? In the gas tank," he added.

"It would be very hard to demonstrate that the law governing helmets is anything but a law designed to protect the cyclist from himself. And I am sure our overworked police can find better employment in these lawless times than issuing citations to motorcyclists who have committed no crime beyond cooling their own heads", he concluded.

This is not the first time that objections to the new cycle law have been voiced. The hearings before the State House and Senate highways and transportation committees in the early part of this year were marked with heated verbal clashes between pro-cycle law and anti-cycle law groups. However, the law was passed just the same due to a large number of pro-bill forces.

A.H. Hoenninger, safety officer for Davis-Monthan Air Force Base, head of pro-bill faction said during one hearing that the problem is not with veteran cyclists but with youngsters who get one of 202 different varieties of motor-driven cycles and don't know how to operate them properly.

A cyclist who would have died from a motorcycle accident was he not wearing his helmet said that head-gears are not only to protect cyclists from getting killed, but to prevent car-drivers from killing motorcyclists and feeling guilty all their lives.

Another Arizona law which is causing consternation among motorcyclists is that which require motorcycle owners to carry their vehicle registration cards in plain sight "within" the driver's compartment at all times like car-owners.

Since there's actually no place in the motorcycle to carry the registration card "in plain sight," policemen are at a loss whether to enforce the law or not. However, a police department spokesman said that the decision to cite a motorcyclist is an individual one, up to the discretion of each patrolman. "The majority won't write them," he said.

This, however, did not stop the controversy. An editorial of the Phoenix Gazette said, "We find no more consolation in that answer than did the ticketed cyclist. When a city patrolman issues a ticket, he does it not in his own name but in the name of the city.....

"Laws are not written to be interpreted by the man on the beat but by the institution that the officer serves— in this case the city.

"In the case of cyclists, the city attorney's office has said it would issue an opinion on the vehicle registration law, but says it has not yet been asked to do so by the police department."

The editorial went on to say that the department should ask city attorney's office for an opinion immediately. "When the law is involved, the public deserves clear-cut legal guidelines, not personal discretion," the editorial concluded.

ENSENADA

FIVE CARD 65-MILE POKER RUN!!!

NOVEMBER 2 & 3
SATURDAY & SUNDAY

Saturday, Nov. 2nd

3rd Annual SPONSORED BY CYCLE NEWS

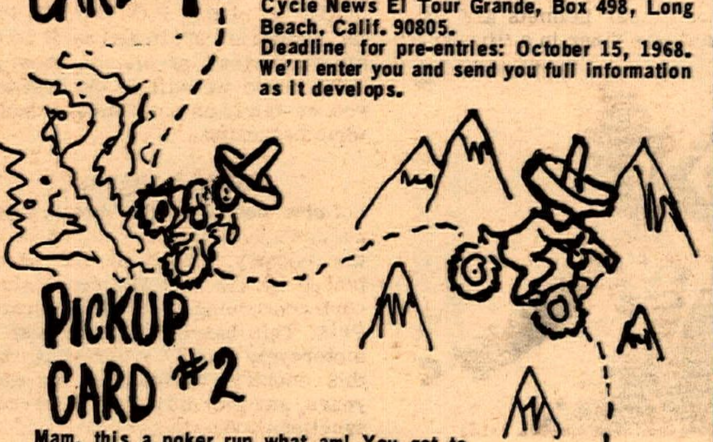
2 DAYS of MOTORCYCLE FIESTA in ENSENADA

START... AT TIAJUANA... JUST AS YOU CROSS THE BORDER!

DON'T MISS THIS ONE ! ! !

CARD #1

Send name, address and $2.50 for entry to Cycle News El Tour Grande, Box 498, Long Beach. Calif. 90805.
Deadline for pre-entries: October 15, 1968.
We'll enter you and send you full information as it develops.



Every Entry Will Receive

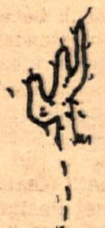
- ★ Sterling Silver Pin
- ★ Poker Run
- ★ Chance to Win
- ★ Neat Trophies
- ★ Judging Contests
- ★ Parade Thru Town

PICKUP CARD #2

Mam, this a poker run what am! You get to see your cards. Draw your next Bicycle out of the native jar. Will it be an ace? Have you got a straight, or a flush going? Or is your hand the worst? Get glad, you may still win a prize? Each card is recorded as you draw. Gotta keep 'em Honest.!

PICK UP CARD #3

Aren't you glad you sent in your pre-entry and got all that information about reservations, insurance, etc? Yours is but to enjoy the ride... and don't goggle at the scenery so much that you miss that next check.



PICK UP CARD #4

Now you've only got 15 miles to go and you'll discover the beautiful city of Ensenada. Groovy scenery, huh? You say you can't take your eyes off the road to look? It's smart to ride careful in these parts. You may notice we are patrolling the road for emergencies. This isn't Higher California, the curves are rather unforgiving. It's not chicken to ride slow. In fact we recommend it here.

PICK UP CARD # 5

ONE FOR THE MONEY
Right Now, while you think about it, put $2.50 for each pre-entry in an envelope and send it with the blank below (or a reasonable facsimile) for the Tour Grande of Ensenada.

TWO FOR THE SHOW
Then go out and tell your friends about it. Riding a cycle is more fun when you have friends along. Take 'em on the town Saturday night in Ensenada, ride with 'em in the parade on Sunday, maybe you'll win a prize in the Saturday poker run!

THREE TO GET READY
Send off your pre-entry, then make sure your bike is ready. Reserve hotel or motel rooms early by writing Viajes Monford, 545 First St., Ensenada, Baja Calif. MEXICO. Enclose a check for $5 and request (in English) the accommodations you want. Don't worry, this is an agency of the government. Your money is safe. If you'd rather camp out, there'll be campsites available.

AND FOUR TO GO!
We'll meet you at the U.S. side of the border in Tijuana Saturday, Nov. 2 at 9 a.m. through Noon. Ensenada welcomes you. Avoid delay...Enter today! Deadline for pre-entries is Tuesday, October 15th.

Well, you made it. You finished the Run. Tomorrow at the trophy presentation, you'll find out what you won. Now to clean up for the beauty judging and after that some dancing, dinner.

See you in the parade manana!

SEND THIS COUPON NOW

MAIL TO: CYCLE NEWS ENSENADA TOUR Box 498, Long Beach, California 90800

POKER RUN ENTRY BLANK

PLEASE ENTER ME AS A PARTICIPANT IN THE 1968 3rd ANNUAL EL TOUR GRANDE OF ENSENADA (ENSENADA TOUR) AND SEND ALL INFORMATION TO:

Name ______ *age* __ *Address* ______ *City* ______

State ______ *I will ride a* ______ *motorcycle a total distance of* ___ *miles to starting place at Tijuana,*

I hereby agree to abide by the rules of the tour and to obey the laws of Mexico while I am in her boundaries. And I further agree to hold blameless the sponsors, owners, promoters, lessees and tenants of the premises for any loss or injury to myself or my property in which I may become involved by reason of my voluntary participation in this contest. I enclose $2.50 for one pre-entry card. Please send complete information by return mail.

HAVE YOU READ THIS ENTRY BLANK? (please answer YES or NO) ______

MAIL TO – Cycle News GRAND M/C TOUR, Box 498, Long Beach, California

entry signature: ______

CAUTION: Parents must co-sign if rider is under 21 years of age

Parents signature ______

☐ *Check here if you want 2-day insurance on your cycle while you are in Baja California. Cost is $3.25 per motor. Enclose check or Money Order. Add license number of your motorcycle here*

______

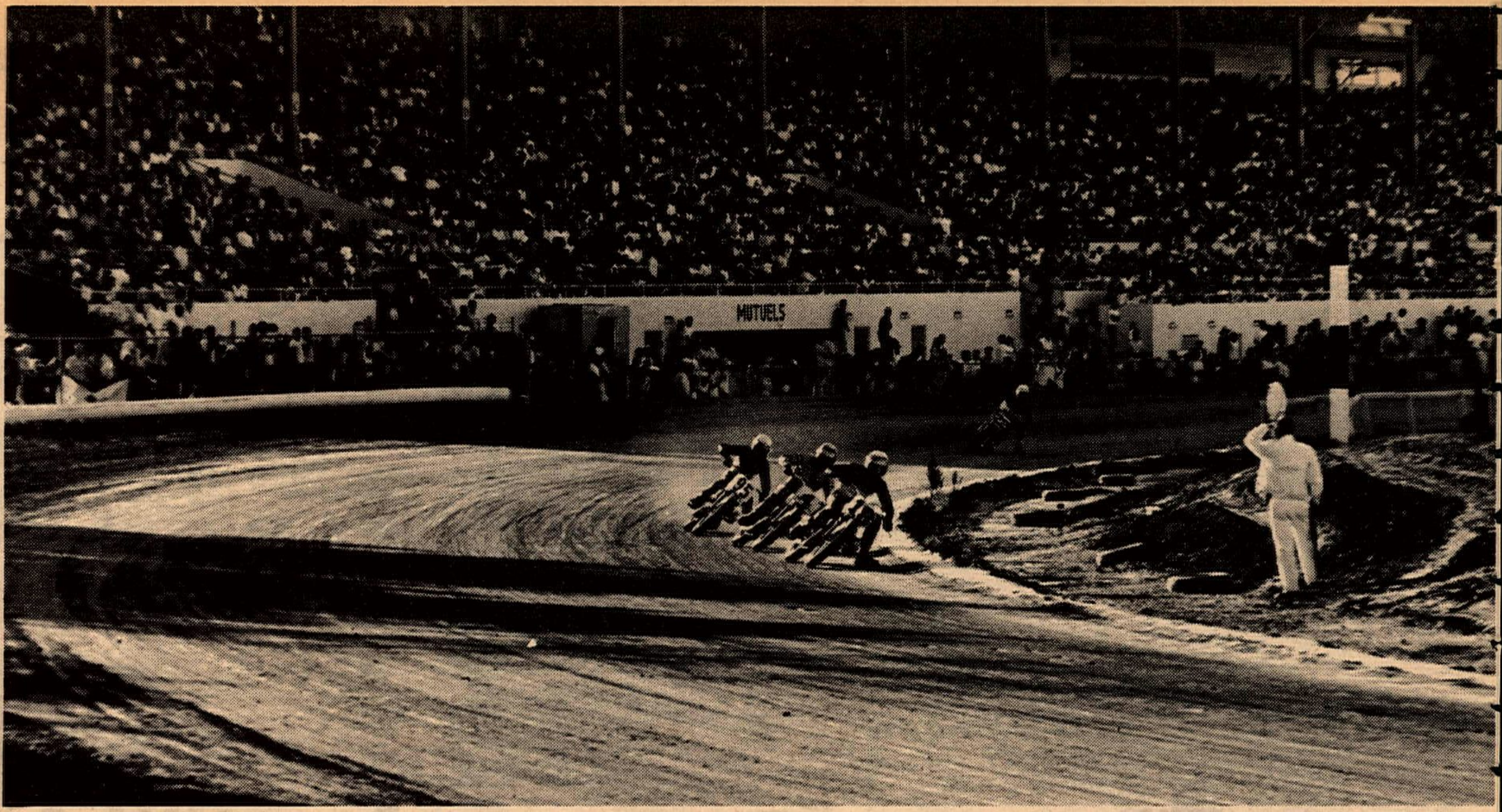
Insurance by Maytorena Insurance Agency of Los Angeles.

RIDE BRONCCO
THE MIGHTY BIKE
BRONCCO MINI-CYCLES & ACCESSORIES

ENGINE SPECIALTIES, INC.
P.O. Box 600
BELMONT, CAL. 94002
ATTENTION DEPT. LS
ESI – East
P.O. Box 260
Cornwells Heights, Pa. 19020

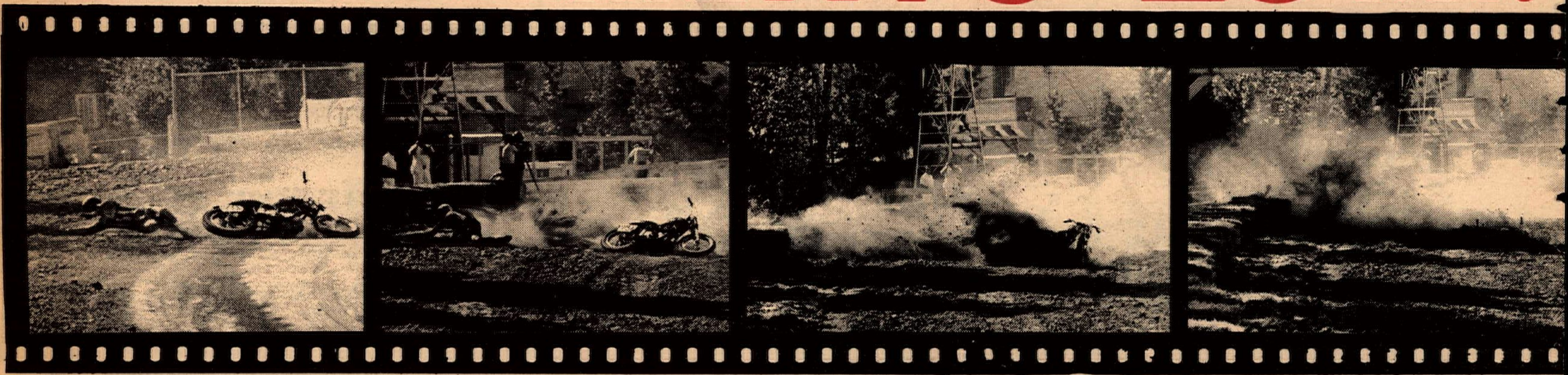
DEALERS "WANTED"
ALSO
GARELLI CYCLES & PARTS NOW AVAILABLE FROM ENGINE SPECIALTIES, INC.

Squaring off the corner neatly, Freddy Nix shuts the gate on Mert Lawwill's hopes.



A more-than capacity crowd jammed the Sacramento Fairgrounds grandstands to watch a breathtaking show on a perfect track. Promoter Agajanian opened the gates when the last ticket was sold and let a lot of youths in free, to stand and watch where they could.

SACRAMENTO 25 MI.



Haybales were an added expense that paid off in an absence of injuries despite high-speed crashes like this sequence, caught by the motor-driven camera of photo editor Dennis Greene.

SACRAMENTO, Calif., Sept. 15— Can a quiet guy from Oklahoma find fame and happiness in California? Can any one racer win all four mile track nationals in a single season? What is the name of the game?

The name is Fred Nix and an Oklahoman can find fame and happiness ($$$) in California, and the name of the game is the 25-mile National Championship race.

It was a game for Nix last Sunday as he raced his way to three new track records on the Fairgrounds mile before another record crowd that overflowed into the restrooms, to the delight of promoter J.C. Agajanian.

"Mr. Mile" shattered the one lap record set last year by George Roeder, not once, but twice with the second run at the clock way down in the 39 second class! It was the same story in the ten mile heat race – and another Roeder record fell by the wayside.

Nasty Nix was nice enough in the final to "allow" Mert Lawwill to lead the first four laps and then it was all over and Fred was in for his fifth national win of the year at a record setting time.

Lawwill finished a safe second and Dan Haaby was a solid third. Mert's second became safe after Bart Markel blew his engine halfway through the race that was run on the best prepared oval ever run under the shadow of the state capitol.

Nix and his factory pampered Harley-Davidson have now won four out of four on the longer dirt tracks of America, the first combination to ever make that statement.

The Lawton Lapper now has two firsts and a second the last three years at Sac and joins Roeder as the only other two-time winner of the famed event.

One hundred and fifty riders made it a long wait as each took two time trials and in quite a few cases, three and four times.

Sideshow action was provided by the Lacher brothers, Mel and Ron as each took wild spills on the number one turn. Mel in time trials, Ron in the heat race.

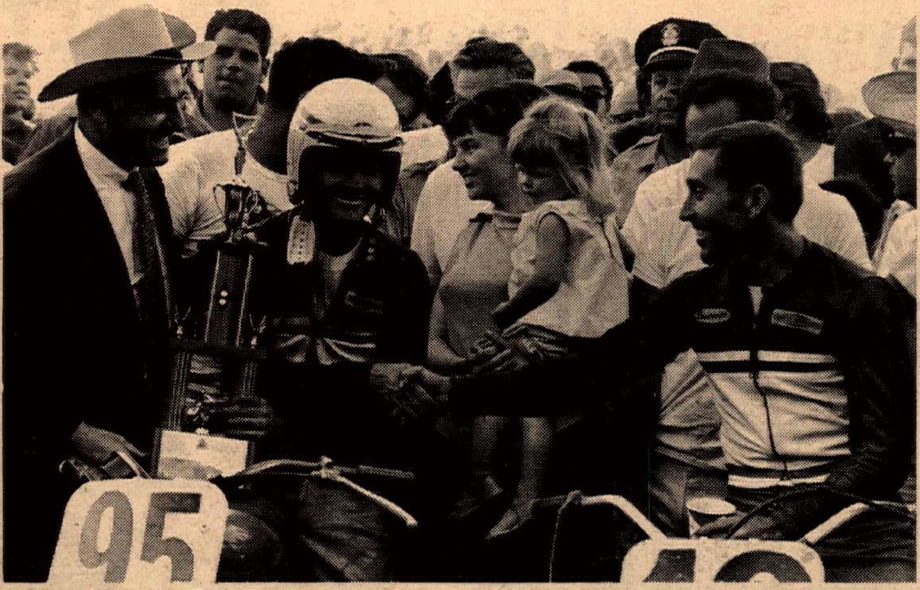
The longtime system of roughing up the outside edge of the corner with hay bales behind, paid off all day long as first one rider and then another tried to go through the fence. All of them walked away.

The only real threat to the Harley Brigade in the Expert class came from Canadian road racing champ, Yvon Du Hamel and his potent little Yamaha 350. The flashy Frenchman came from dead last in his heat race to run second and then had a surprising fourth place all locked up in the final until he ran out of oil and was passed by Gary Nixon and Cal Rayborn in the late late laps.

Gene Romero, who looked great in the heat race, was the first rider out of the final with a dead engine. Chuck Palmgren came up with a flat rear tire this year, duplicating the feat of his teammate Nixon from the '67 race.

Nixon and Rayborn again waged their own private duel with neither rider ever in contention for the top three positions. Gary still leads the point battle but Nix is right on his tail with two nationals to go.

As expected, the West's top two Amateur mile track riders, Mark Brelsford



A happy champion Fred Nix (wearing helmet) receives the sincere congratulations of opponent Mert Lawwill (2nd place) and Aggie while Mrs. Nix and offspring proudly look on.

J. C. AGAJANIAN Presents . . A. M. A.
Motorcycle Races
Gates Open 6:30 First Race 8:15
EVERY FRIDAY NIGHT
Worlds Fastest Action Packed Half-Mile Dirt Track
T. T. RACES
Next T.T. Oct. 5th
SPECIAL ADDED ATTRACTION
SIDE HACK RACES ON TT COURSE
General Admission $2.50
Ascot
18400 S. Vermont-Gardena
Easly Reached -- Just Off
Harbor & San Diego Frwys.

MR DEALER
IF YOU ARE INTERESTED IN PLACING AN ADVERTISEMENT ON THESE PAGES
write
CYCLE NEWS
AD. MGR.
BOX 498, LONG BEACH, CALIF.
or Phone
Phone: 423-0431
(Area Code 213)

SUZUKI MAKES IT ... SO MAKE IT SUZUKI

and Tom Rockwood, each won their respective heat races with room to spare.

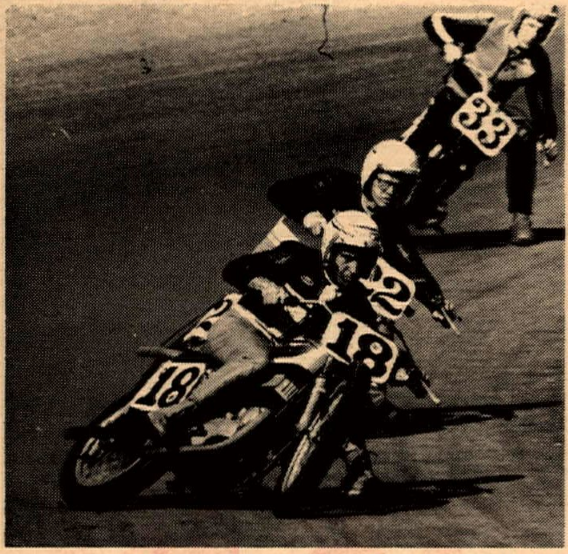
The anticipated rematch from the Santa Rosa miler never materialized in the twelve-mile final between the Harley and the Triumph. Brelsford took the lead off the line and led from start to finish.

Don Harms came from the back to catch Rockwood and tried for seven miles to move into second but Ascot's high pointer again and again held off repeated bids to grab off second for the third time this year and again break up the H-D string.

Nix, Lawwill, Haaby and Nixon now head for Ascot this Friday night as half mile racing returns after a month's leave. All will be taking a final warmup ride in a regular season non-national event before returning to Ascot and the annual eight mile national on Oct. 12th to decide who will be number one.

Markel will miss this Friday at Ascot but will be on hand on the 12th to again try to become the first out-of-stater to win the big 8.

(Results on page 16)



Left, Lawwill again preceding Haaby and Bob Bailey. Right, DuHamel and the Yamaha. Below, Amateur heroes Rice, Brelsford and Rockwood.

SADDLEBACK PARK!

SAN CLEMENTE J.C.'s G.P.
OCT. 6

FOR INFORMATION CALL DON DAY (714) 633-8260

MINI-BIKE
MINI-SCRAMBLES
OCT. 13

SADDLEBACK PARK is freeway-close: Take Newport Freeway to Chapman Ave., go East on Chapman to Santiago Canyon Road, turn right to Saddleback Park Road, opposite the fire station.

open every day, 8 a.m. to 7:30 p.m.

SADDLEBACK PARK OFFERS 700 acres of riding area and race excitement.

(Watch this space for news of those good things that happen at Saddleback Park. Planning an event of your own? Hold it at Saddleback Park. Write Vic Wilson, Saddleback Park, Box 2455, Orange, Calif. 92667, for details.)

WINNER 25 mile NATIONAL CHAMPIONSHIP
SACRAMENTO, CALIF. - 1968

1st FRED NIX
2nd MERT LAWWILL
3rd DAN HAABY

12 mile AMATEUR CHAMPIONSHIP
1st MARK BRELSFORD

SETS NEW TRACK RECORD

RAPIDO WINS
California State Championship
Hare & Hound 9/8/68
1st Trailbike – Dean Goldsmith

SETS NEW TRACK RECORDS for 1 mile, 10 & 25 miles

SEE YOUR CALIFORNIA HARLEY-DAVIDSON DEALER TODAY

ANTELOPE RAMBLERS M.C. HARE & HOUND

Story and Photos by Dick Wright

MOJAVE, Calif. Sept. 15 – Steve Staats, Bultaco-mounted #95, won the seventy-mile Hare & Hound at Red Rock Canyon, just north of Mojave, California, Sunday, taking the checkered flag after the two leaders, J.N. Roberts #2 and Larry Bergquist #888x, missed the last check on top of a hill.

Rich (26x) Thorwaldson returned to the desert this week and showed how it is done on his Husky.

A large entry of combined Open, 500cc, and 250cc riders was ready to go at the drop of the banner. The starting area was in low, rolling hill territory with lots of small bushes to crash through, and the smoke bomb was set out about four miles. The first loop would be a rough, thirty-five-mile go, with lots of sandy trails and a steep downhill that ended in deep sand; one of those that you don't stop to think about because you'd chicken out. You just had to take a deep breath and hope for the best, remembering not to grab a handful of front brake.

Glen (15x) Thomas finished13th.

After the hill, the trail went through a drain pipe under the highway and back again, then twenty miles of whoop-de-doos, sandwashes and sandy trails led it back to the pits. At the smoke bomb, Tom Maxwell, #54 on a Norton, was in the lead with Staats right behind.

Fifteen miles later at the steep hill, Bergquist had taken over first spot and was starting into the pipe as Roberts was making his way down the hill. They were followed a little later by seventeen-year-old Al Baker, #13 on a Triumph, and Staats. Bergquist led it through the pits, and Roberts must have run into trouble, as Baker was second in, followed by Staats.

Leaders Vroom Past Check

The second thirty-five-mile loop was even rougher than the first, and as we waited at the finish line we could see dust plumes from two bikes coming into view. It was Roberts, with Bergquist right behind him. They were so intent in their private duel that they missed a left turn that knocked off the hill with a check point on it, and five miles of the course, so Staats was declared the winner when it was all over. He was followed closely by Gary Conrad, #21x on a Husky, and next in was Rich Thorwaldson a scrambles rider on a Husky. Al Rogers #118 pulled in fourth on a Triumph (he's getting in shape to ride the five-day trial in Italy next week).

Young Al Baker, who has really been doing the job on the boys in the last few desert races, took fifth, trailed by Steve Halladay, #714, another young tiger who picked off first amateur. Tom Muto, #71x, took first Novice and eighth overall.

Trail Bikes

One hundred fifty-one 100cc bikes were flagged off at ten-fifteen, heading out on two good trails leading to the smoke bomb. At the smoke, the leader on the left trail was Wes Anderson Jr., #4 on an SS Hodaka. Thirteen-year-old Jeff Wright, #76, followed on an Eddie-Crowell-tuned Hodaka, and right on his rear tire was Jack Morgan, #1, also on a Hodaka. On the trail to the right was Tom Hoyle, #31, Jim Jacklett, #11, both Hodaka-mounted, and Jack Froelich, #2 on a Bultaco.

Steve (95) Staats got a good start and held tne pressure on all the way, kept his eye on the lime markers and took the win.

Five miles past the smoke, the trail made a left turn which Anderson missed, taking the leaders with him. After only a hundred yards, Morgan realized there were no markers; he found the course and took off again, with Froelich and the rest of the pack behind him.

Morgan and Froelich dueled back and forth for the next fifteen miles with neither one building up a lead over the other. Bob McLaughlin, #45 on a Sachs, had moved up to third, and Wright was running fourth.

At the top of the big downhill, Froelich and Morgan were side-by-side when Morgan dropped into second gear and turned it on, shifting to third about half-way down, and taking a fifty-yard advantage. They continued the duel through the tight whoop-de-doos until Morgan bobbled on a short, sandy uphill, and Froelich took to the side on a cleaner trail and socked it to him. He took over the lead at that point and held it to the finish line, with Morgan following.

McLaughlin and Wright meanwhile were fighting it out for third spot. They were side-by-side at the road crossing a mile from the finish and they hit it fast, flying six feet high in the air. Wright was able to pull Mac when they landed, and went on to take third overall and first Amateur, just twenty feet in front of Mac and thirty seconds behind Morgan. Mc Laughlin placed fourth.

Young Al (13) Baker was happy to see that finish line after a hot 70 miles, taking 5th on his Triumph.

It was a good day of racing, as it wasn't too hot and the wind kept the dust blown away. The race was only about two hours long (for most riders), so everyone was able to go home early.

All The Way, Or Not?

There have recently been some trail bikes riders express a desire to have the 100cc class start with the open class and go all the way on a Hare & Hound or Hare Scrambles.

There is a good possibility that these riders are only the well-tuned experts who are generally in the first ten at the finish line. We would like to hear the opinions of the other riders, the big group of Amateurs and Novices who really make up the Trail Class, and in this way the sports committee and promoting clubs would be sure of knowing what the majority of riders want.

The picture presented of a group of fairly new 100cc riders in the middle of the pack, surrounded with eager big bike riders, underpowered and unable to drive for the upwind side to get out of the dust, is somewhat hard to take. A trail bike will go fast in certain places, but cannot go all day without a breather, as it is generally running at top rpm all the time. How many Trail Bikes finished the recent lengthy races: Greenhorn, Barstow-to-Vegas, etc?

To quote Jack Froelich, "The 100cc class is a fun class and a good place for new riders to learn. Let's leave it that way."

Please write to "Trailbikes" in care of Cycle News and let us know what you trail bike riders want in the desert. Do you want to start and go all the way with the big bikes, or do you prefer the separate start and shorter course as it is now?

(Results on page 16)

BULTACO Built·To·Go

OVERALL WINNERS

100cc thru 360cc

Antelope Ramblers M.C. Hare & Hound – 9/15/68

1st Pl.	Overall	Steve Staats	El Bandido
1st Pl.	250 Am.	Tom Poteet	PurSang
1st Pl.	Overall Trailbike	Jack Froelich	Lobito

Marysville Scrambles – 9/9/68

1st Pl.	200 Comb.	Don Hack	Sherpa 'S'
2nd Pl.	200 Comb.	Carl Carpenter ...	Sherpa 'S'
3rd Pl.	200 Comb.	George Wood.....	Sherpa 'S'
1st Pl.	250 Am.	Jim Rodaer	PurSang
3rd Pl.	250 Am.	Jerry Taylor	PurSang
1st Pl.	250 Ex.	Ron Bolling	PurSang

Sacramento Nat'l. Raceway Scrambles – 9/6/68

1st Pl.	200 Nov.	Carl Yerley	Sherpa 'S'
2nd Pl.	200 Nov.	John Fite	Sherpa 'S'
4th Pl.	200 Nov.	Jim Miller	Sherpa 'S'

Orange Co. Short Track – 9/11/68

1st Pl.	100 Trophy Dash	Mark Kruse	Lobito
1st Pl.	100 Main	Mark Kruse	Lobito
1st Pl.	250 Main	Stan Rogers	PurSang
2nd Pl.	250 Main	Randy Ellis	PurSang
3rd Pl.	250 Main	Jim West	PurSang

Orange Co. TT – 9/11/68

1st Pl.	250 Trophy Dash	Jim West	PurSang
1st Pl.	250 Main	Jim West	PurSang

BULTACO WESTERN
10929 Chandler Blvd.
No Hollywood, Calif. 91601

BULTACO AMERICAN, LTD.
2765 Scott Blvd.
Santa Clara, Calif. 95050

Meet the cyclist: motorcycling's goodwill ambassador

By Thomas D. Austin

John Wiley extends his interest in motorcycling far beyond the job of being manager and part owner of a large Honda-Yamaha-Triumph dealership in Ventura, California. He is active in promoting motorcycle safety campaigns, clubs and races.

Wiley first became interested in motorcycling when he was looking for a job after receiving his discharge from the service. He was a mechanic by trade, but modestly says he "didn't know the first thing about working on motorcycles." With or without specific knowledge, he landed a job with the Honda shop in Oxnard, California. "I started out uncrating and putting together the new bikes as they arrived in the shop," says Wiley.

That job began an interest in motorcycling that led him to become part owner and working manager when the Ventura shop was opened. "By the time the market in the county was big enough," he says, "I'd found out that I enjoyed working around bikes. When the chance was offered to invest in this shop, I didn't think twice – I just scraped the money together and plunged in. At first, we had strictly Honda. We started out in a vacant service station, and as business grew, we added more makes of motorcycles and moved to our present location."

When his interest in motorcycling took root, John not only made it his job – he made it his hobby as well. He began racing and entering endurance trials. "I did pretty well for a while," he says, "but now the only thing I enter is an occasional endurance trial."

Although not personally as active as before in racing, Wiley maintains a lively interest in the sport. In connection with other Ventura county dealers, he helped to sponsor a race at the county fairground. His enthusiasm for racing is so catching, many of his employees regularly race at Ascot Park. "Most of the guys that work here started racing professionally because they got interested in the sport from working around bikes and hearing others talk about the races," says Mr. Wiley. "One of the employees, Alex Chrzanowski, regularly enters Amateur class events at Ascot, and does well in both flattrack and TT events."

Wiley is modest about his part in the racing ambitions of his employees. The fact is that his instruction and interest has been instrumental in getting most of them started. When Alex Chrzanowski first came to work at Mr. Wiley's shop, he had a small bike and a natural flair for riding. Mr. Wiley encouraged that flair, taught Chrzanowski a few tricks, and soon found the young man excelling in every phase of riding. "It didn't take Alex long to outstrip me right down the line," grins Mr. Wiley. "You might say that's one of the major reasons I quit racing."

Because every employee at the Ventura shop is a racer or an avid fan, Wiley has found that his shop has become more than just a dealership – it is the mecca for Ventura's motorcyclists. They drop by to ask questions about how to fix something on their bikes, or to check with one of the regular racers for tips about how to perform a particularly difficult feat.

"We don't mind," he says, "In fact, we enjoy it. We try to answer all questions and give help where we can." In addition to being a center for the younger crowd who are interested in racing, Honda Ventura also conducts a public education program on Motorcycle Safety.

Employees of Honda Ventura show films put out by motorcycle manufacturers, explaining safety pointers. "Most of the call for the service," says Wiley, "is from schools. We feel that motorcycling has gotten a bad name because of lack of favorable publicity. You hardly ever read about trail bikes, races, or other interesting and exciting things done by bike owners. All you ever see in the papers are stories about how someone was killed or injured. We started the safety program because we felt that it would do a service both to our business and to motorcycling in general."

Another facet of Mr. Wiley's work toward gaining popular acceptance for motorcycling as the safe and interesting sport it can be, is his effort, in conjunction with personnel at the Honda Shop in Oxnard, toward forming a family style motorcycle club.

Wiley is enthusiastic about the possibilities of this new idea. "The younger crowd that enjoys racing would be interested in motorcycling no matter what," he says. "What we are trying to do is reach an older group. We'll have cycle hikes on weekends, and choose an interesting place as the goal. We plan to do

John Wiley.

such things as starting out in the morning and heading for some out-of-the-way restaurant for lunch or possibly going to an interesting tourist attraction as our goal. This won't be a highly organized club – just an informal get-together for people who like to go riding. We plan to have some competitions of the short endurance type. I can't take the credit for this idea – one of the guys in Oxnard who's a professional racer thought of it, but I'm behind it a hundred percent. When we're ready to begin, we'll use publicity over the two leading county radio stations."

The belief that there's a lot of cycling to please every age group has motivated many of Wiley's activities. In addition to working with clubs and individuals during the week, Mr. Wiley enjoys weekend "Busman's holidays." He and his wife take their bikes up to the hills for riding. "Sometimes we see as many as a hundred people up there riding. This isn't an organized thing, it just happens. Perhaps that's part of what makes it so much fun."

Partly because of his interest in motorcycling as both business and pleasure, Wiley's employees are enthusiastic in beginning new projects. One such project was a display on the showroom floor, putting a motorcycle in a natural setting of driftwood and shrubbery. The bike is angled as if it were in action. The total display is interesting and attractive, drawing many comments from customers.

Another idea was the advertising motto "Honda Good Guys." "We started it in our radio spots," says Wiley. "The idea behind it was the idea some people have that anyone who likes motorcycles is a devil with invisible horns and tail. I don't really remember how the motto came up – it just happened, and we started calling ourselves the good guys. The idea caught on and now everybody in the area is familiar with the motto."

John Wiley is one of those people whose work and fun both involve motorcycles. His keen interest in anything to do with cycling has made him and his business a focal point for people in the area who share that interest. His various activities aimed toward making motorcycling even more popular and generally accepted make him a real "ambassador of goodwill" for motorcycling both as competitive sport and as recreation.

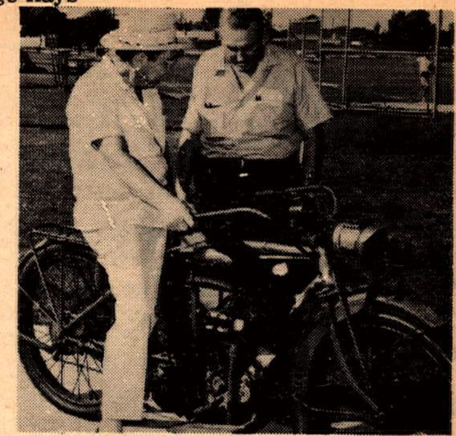
Classic Bike Meet

By George Hays

The first meet of the Southern California chapter of the Classic and Antique Motorcycle Association was held in Bloomfield Park, Lakewood, California, on Sunday, September 25. A fine collection of 23 rare bikes showed up, exceeding the expectations of Fred "Rob" Robbins, CAMA Secretary of the chapter, who spent many hours phoning, writing, and chasing down the owners of the old machines.

Several new members were signed up at the meet, and some very interesting and unusual old bikes were shown, including 5 Vincents, a Harley with an Indian Four engine, 2 Ariel Square Fours, 2 Zundapp shaft-drive opposed twins, 3 old Henderson Fours, a 1913 Indian, 1912 Pope, 1915 Indian, 1940 Indian Four, 1946 Indian Chief, and a 1909 Excelsior. Almost all the machines were beautifully restored and in good running condition.

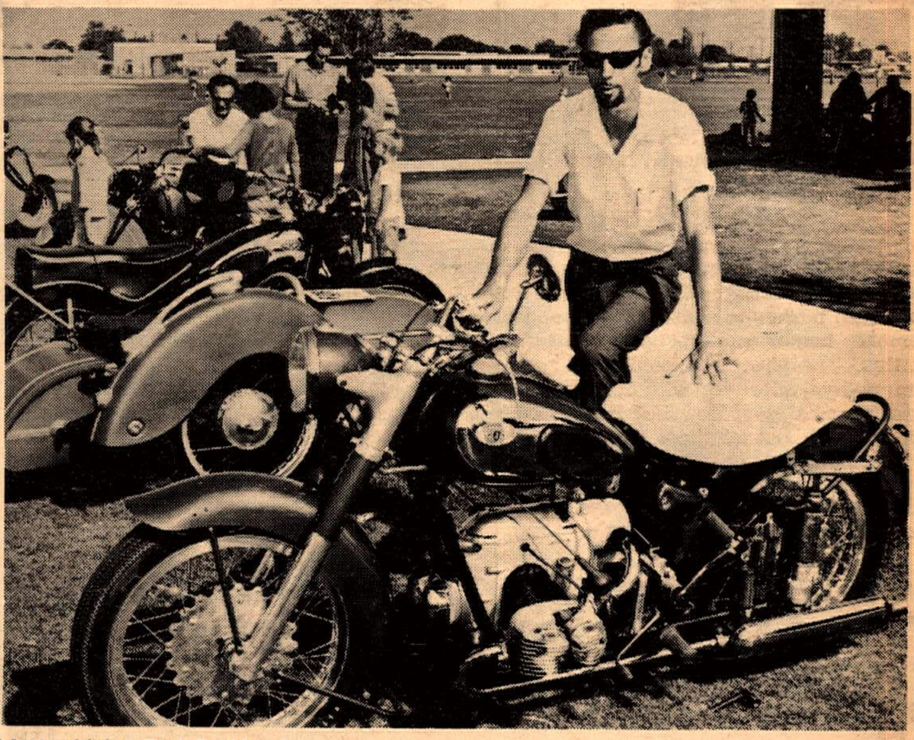
During the course of the afternoon many of the old bikes were started up and given a trial spin around the park, and the younger members of the association were treated to the shond of exhaust notes long absent from the scene. The starting procedure for the old belt-driven jobs with bicycle pedals was to open the compression release, pedal furiously to get the works churning over as rapidly



Indian curator Sam Pierce admires Lysle Parker's 1915 redskin.

Fred Robbins organized the meet mainly to see how much interest it would draw, and he was surprised and pleased with the result: only two bikes less than the first National CAMA Rally held in Visalia last April.

After an afternoon of fun, the members fired up their old bikes and headed for home to eagerly await the next meet. Old bike fans wishing to join may contact Fred Robbins, 1000 N. Cambria Place, Anaheim, or Frank Conely, 808 S. Church St., Visalia.



CAMA official Fred Robbins is proud of his rare 1955 Zundapp KS601 shafty.

as possible, then close the compression release and chug off amid a cloud of smoke and noise.

The meeting was handicapped by the lack of a P.A. system and funds for trophies, but no one seemed to mind. The rare bike buffs were so engrossed in comparing notes and inspecting the bikes that they didn't notice the absence of an organized program.

Don Halliday toured Europe, U.S. and Mexico on his '52 Vincent.

Simichrome
Shines Suddenly
Simichrome is a honey
Cleans quick as a bunny
COMPETITION CHEMICALS Tube 85¢ Can $2.95
704 Washington Ave.,
Iowa Falls, Iowa

CLASS A PROFESSIONAL (Starting Sept. 10th 250 Class A Every Tues.)
SPEEDWAY SHORT TRACK
ALL NEW CUSHION TRACK
TROJAN SPEEDWAY
RIDERS AND OWNERS CALL 923-7115
EVERY SUNDAY
7:00 P.M. 40% PURSE
ADMISSION $2.50, JR. $1.50, UNDER 8 FREE
PIT GATES OPEN 5:00 P.M.
TAKE LONG BEACH FWY TO FIRESTONE EAST TO GARFIELD SO. TO SOUTHERN WEST TO TRACK
5601 SOUTHERN AVE., SOUTH GATE, CALIF.

LONG BEACH HONDA
#1 IN SALES SERVICE AND SPORTS RACING
HAVE YOUR MACHINE TUNED BY
JOHN RICE
#1 in District 37 Scrambles
HONDA BSA HODAKA
4 convenient locations
5105 Atlantic, Long Beach, 423-1433
1760 Long Beach, Long Beach, 591-1301
11747 E. Carson, Lakewood, 860-1354
4328 E. Anaheim, Long Beach, 439-0943

Class C Returns to Ascot

Ascot Park will restore the longtime favorite AMA Class C racing show this Friday night after flirting briefly with Class A speedway. "The setup will be the same as a year ago," says promoter J.C. Agajanian, "with 40% purses for the riders and $2.50 general admission."

The Ascot track is the best in the country for AMA-type flattrack racing, but was unsuitable for Class A sliding.

National champions Fred Nix, Mert Lawwill, Gary Nixon and Dan Haaby will be on the starting line in addition to the Ascot regulars, to tune up for the coming 8-Mile National which will be held at the South Los Angeles speedway in October.

Who Will Win Big 12 Hour Road Race?

The American Cycle Association's genial president Wes Cooley recently astounded the motorcycle fraternity when he announced plans for a 12-hour motorcycle road race. The race is now a reality. It will be run on Sunday, Sept. 29th at Willow Springs Raceway in Rosamond, Calif. Machines must be stock production motorcycles with a few modifications allowed for safety's sake. The race will start at 9 a.m. and will run until 9 p.m., or until the last machine stops running. A large number of entries is expected. There will be practice on Saturday, Sept. 28, and post entries will be allowed.

Lights must be in working order as the last two to three hours will be run after dark and Willow has no track lights. Sounds like fun!

Best news of all is that this is a professional race, which means money. The A.C.A. also informs us that many wouthland dealers and several distributors have donated money and good such as oil, helmets, spark plugs, tires, etc. Wes Cooley also stated that he will stage one such each year.

Willow Springs is probably the best motorcycle road racing circuit in North America and also the most demanding of rider and machine, so victory in this event will open many doors to all participants, riders, tuners, sponsors, and manufacturers of both cycles and accessory items.

Some early Team entries include: Steve Hurd & Steve Pederson, Ron Fisher & Dick Pearce, Al Kelly & Larry Singer, Roger Wood & Jack Harney, Salvador Soto & Al Mark, Father & Son Team of John & Mike Lane, Byron Black & Walt Fulton Jr., Mike Moore & Dave Eichert, Shorty Seabourne & Jim Stroik.

The winning bike should cover around 800 miles, 300 to 325 laps, somewhere around 5,000 to 5,500 gear changes, 1,500 brake application.

Pine Cone '68 Memories

By George Hays

When our club tour organizer suggested that we meet in Palmdale at 8:00 a.m. Saturday, August 31, it sounded like a good idea, but when my alarm clock went off at 5:00 a.m., I fought the urge to dash the blasted thing against the wall and go back to sleep. Would you believe there isn't even a hint of daylight at 5:00 a.m.?

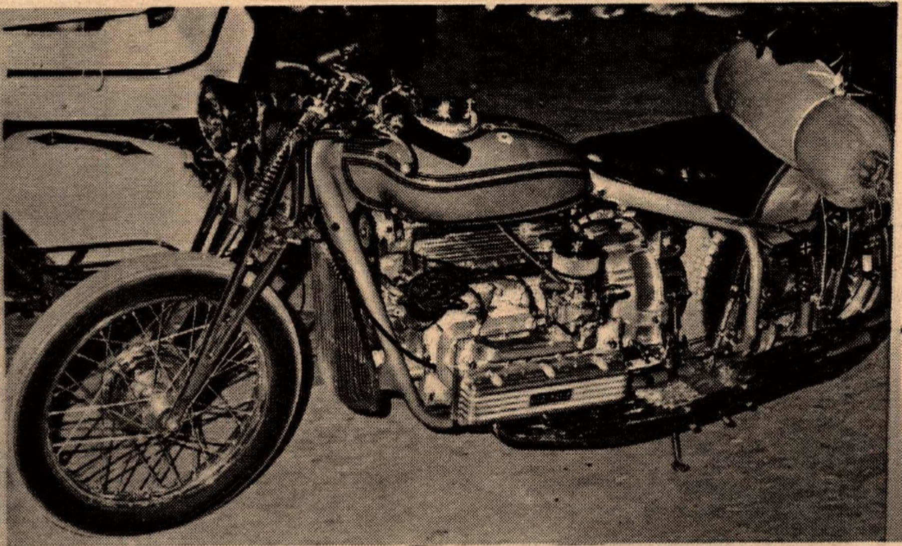
After a leisurely ride we arrived at Democrat Hot Springs, a resort high in the canyon of the Kern River, 23 miles east of Bakersfield. At 11:00 a.m., the temperature was a bit too warm for standing in the sun, but ideal for swimming, and after signing in we immediately changed to our swim suits and took a flying leap into the river. Words just can't express how wonderful that cool water felt after a hot ride across the desert.

The Saturday night dinner included a choice of chicken or swiss steak, three kinds of salad, potatoes and gravy, roll, and beverage. The chow line was long and slow moving, but it was worth it; the food was very good and the helpings were generous. As the riders stood in line, representatives of the Southern California Road Riders Committee, the sponsors of the Pine Cone Run, always working to better the image of motorcycling, sold tickets to a benefit dance, the proceeds to go to the City of Hope, a non-profit hospital that treats the victims of major diseases free of charge. If you'd like to join in the fun with your motorcycling buddies for a good cause, the dance will be held on Sept. 21 at the Westminster Community Center in Bell Gardens. Tickets are $1.50 per person, and will be sold at the door. Dinner will be served from 5:30 to 7:30.

After dinner the riders danced to the music of a live western-rock band, "The Sooners," a group of young musicians from Bakersfield. Consisting of a girl lead guitarist and vocalist, a go-go dancer, and two boys carrying the rythm on a guitar and drums, those kids really put out for the road riders. I've never heard better music – real loud and pretty foot stompin' music that just wouldn't let you sit still, and the gang danced until they had blisters on their heels.

Uniform judging and games of athletic skill were held from 8:00 to 11:00 Sunday morning, and the trophy winners locked in mortal combat in the Boot Race, Tug of War, and Wheelbarrow Race, to name only a few. After the contests, Bingo games were held in the shady patio of the resort lodge. Some riders muffed their chances at a trophy and left for home Sunday afternoon. Charging off into the mid-day heat of the desert, they probably were nice and warm on the way home, and they missed a great show as well. After the trophy presentation Sunday night. Dr. B.J. Eaton, a practicing hypnotist from Bakersfield, demonstrated his professional skill. Asking for volunteers from the audience, he hypnotized four subjects so completely that he had them believing all sorts of fantastic things, much to the delight of the audience.

In the past, the Pine Cone Tour has ended in Carson City, Nevada, but many riders felt that Nevada was too far to travel, so the destination was changed to Democrat Hot Springs this year. It seems



Actor Norm Grabowski rode Corvair powered "Six-Pack" to Democrat Hot Springs.

to have been a good choice, for this year's run drew 452 paid entries, about 100 more than Carson City usually drew. Chuck and Kitty Worthington, proprietors of the resort, did their best to make the road riders welcome. I hope Pine Cone '69 will be held at Democrat Hot Springs also. I'd like to take my family; the kids would have a ball swimming in that river.

A special note of appreciation to Bill "Big Daddy" Miller: He works like a dog on these RRC Tours. With sweat dripping off his brow and lines of fatigue on his face, he took the trouble to sit down with your reporter after the trophy presentation Sunday night and write up a list of the trophy winners.

Here's hoping Big Daddy doesn't get fed-up some day and quit. It would take two or three good men to replace him.

Early Monday morning the rooster's crow was answered by the sound of big twins, as the riders packed up and headed for home to await Pine Cone '69.

HODAKA HODAKA HODAKA HODAKA HODAKA HODAKA HODAKA HODAKA

Choice of Champions
HODAKA

ROAD RACE WINNER

AFM Road Race – Carlsbad Raceway – Sept. 15th
100cc Grand Prix Class
1st MIKE LANE – HODAKA

MOTO-CROSS WINNER

Deadmans Point Moto-Cross – Sept. 15th
125cc Junior Class
1st BILL PETTIGREW – HODAKA
2nd DON EIDE – HODAKA
3rd DARRYL BASSANI – HODAKA

For a first-hand demonstration of HODAKABILITY, visit your dealer for a free test ride.

For the dealer nearest you, write: PABATCO P.O. BOX 327 ATHENA, OREGON 97813

HODAKA HODAKA HODAKA HODAKA HODAKA HODAKA HODAKA HODAKA

BRIDGESTONE
Sales—Service
Barney Tillman's SPORT CENTER
6027 Whittier Blvd., E. Los Angeles
(213) 723-3523

RONNIE RALL FLIES ON A BENELLI

FOR DEALER INFORMATION IN SELECTED AREAS
Write: Jesse C. Levine National Sales Manager

COSMOPOLITAN MOTORS, INC.
Dept. A., 5521 Wayne Ave.,
Philadelphia, Pa. 19144

Scrambling at Marysville

Story and Photo by Dale McKinnon

MARYSVILLE, Cal., Sept. 1 – The turnout at Marysville is always a surprise, one never knows how many riders or spectators to count on. Tonight they made out pretty good in both departments.

In the 100 Main Ronnie Blackman had it all his way as he led from start to finish. Walt Burres on the other hand, had to work his tail off to earn a third, as Tom Legg beat him out for the second spot.

Gene Frieze of Oroville took the first place brass home in the 100 Amateur Main. Joe Allen and Pat Roney, an ever improving rider fought for the second spot, with Joe getting the better of it.

The 200 Novice Main started off well enough with Johnnie Fite in the lead. John Green had a comfortable second until Fred Reese decided to move up. John and Fred rode wheel to wheel lap after lap then Donald Rudd made his move and went down. Not to be outdone Don Gentile did an endo over the jump the next lap, a real spectacular one. That took the spot light away from the rest of them. Johnnie Fite over first then John Green and Bob Foster.

Four riders in the 250 Amateur class and they all made it to the first turn together, nothing like togetherness. George Serno almost had the lead but Manfred Heyrend had other ideas and stayed in the lead.

The 250 Expert Main sure had an all star line up with the likes of Danny Davies, Bob Vaughn, Stan Stanton, George Carter and Merrill Bridleman. Bob Vaughn started off in the lead then Merrill Bridleman relieved him of it, George Carter started creeping up but he had to get by the likes of Mike Ellis on a 175 Yamaha which he did, but Mike Rockwell on a like machine held him back for a while. George and Merrill changed the lead several times and the rest of them were in there waiting for a mistake.

There were not too many heavyweights but the ones that showed, put on a pretty good show. Bob Bruhn from Winters got off the line like Gang Busters, but William Moss relieved him of it before the jump. Larry Hansen and Terry Briggs moved in to make a show of it. Larry and Rick Graves battled for third. William Moss and Bob Bruhn took a photo finish.

The last race of the night saw Steve Young, the unbeatable one, take another first on his 360 CZ. Steve works for John Smith the local CZ dealer in Sacramento. Steve had to do battle with Merrill Bridleman and Philip Heyrend. Merrill might have done better if he had stayed in the groove. It seems he was all over the track. He would catch up then lose it by going too wide, but at the end he nipped Phil and the line for a second place win.

The Feather River Motorcycle Club gave away a Honda and Dale Jackson of the Beal Air Force Base won it. He sure looked cute riding that pretty pink and white Honda. Also in practice Duane Sandin of Nevada City broke his leg, quite a night. Like I said, the Feather River Club is always full of surprises.

military tactics employed at Sprocket Park

Story by Ernie Winslow
Photos by Jack Light

BAKERSFIELD, Cal., August 30 – In history there have been many blockades, such as the Berlin Blockade etc. but at the Sprocket track there seems to be a Bridgestone Blockade that is a impregnable as any of the past. This seems to hold true in the 200cc competition anyway. The novices started blocking the routes to the Trophy table with Don Bacot and Jay Davis closing the first avenue of access. Ron Tobey obstructed used their big guns to sink Norm McKenzie's speedy Bultaco at the finish line. The 250 Experts were torpedoed by a yellow submarine from the nighty cycle navey of Yamaha with Mike Lane at the helm.

The Open Novice engagement proved that even the best plans can wind up in the latrine. The 650cc troops had Pete Willis (350cc Ducati) and Avery Henseley (350cc Riverside) surrounded and complete annihilation was a mere formality. The only thing wrong they forgot to tell the underdogs that they could not

Midge Griffith winning the Amateur Open class in slick style.

any passage from his point by nabbing first in the Amateur class. The last entrance to the coveted gold was guarded by Guy Smith of Taft. A battle royal was waged in the valley of Experts with the Bridgestone Brigade barely defeating the Kawasaki Korps led by Rick Newby.

The War of the 250 Novices was decided by the tactics of overpowering the enemy by sheer numbers. The army of Bultacos routed the opposition. The first assault wave was led by the "Colby Cousins", consisting of Dan and Steve. Dan managed to reach the objective first with Steve a close second. The reinforcements were brought up by David Hughes who showed courageous valor in his first major encounter.

Admiral Stan Mills, in the Sea of 250 Amateurs, shoutedthoseimmortal words; "Surrender hell, I've just begun to fight." Hopelessly bottle up on the first lap Mills and the good ship Montesa win. With Willis at the head of the Ducati Dragoons and Hensley leading the Monkee Ward Warriors they defeated the superior forces with such ease that certain army officers have asked for their invasion plans. Midge Griffith proved that his promotion to the rank of Amateur was not premature and seized the victory in a true West Point manner. Ace Ron Pierce and his Triumph force continued to rule the skies of the Open Expert as Peirce proved he was the "Snoopy" of Bakersfield and shot down all the mean "Red Barrons".

Joe Roseberry proved to be a most efficient goldbricker as he got so far out in front of the 125cc Expert troops that he made Beattle Bailey of comic book fame look industrious. Art Carter won the first encounter of the evening and as of now all is quiet on the scramble front.

(Results appeared last week)

NOW MONTESA'S AT
SUZUKI CITY
250's—$495.00
1125 SO. LA. BREA, INGLEWOOD
(213) 674-1431

YAMAHA
Bob Maynard's
ORANGE CO. CYCLE
205 N. Harbor Blvd. Santa Ana
(714) 531-9984

NGK SPARK PLUGS 75¢
DALE BROWN MOTORS
2441 Long Beach Blvd. Long Beach, Calif.

KAWASAKI
Headquarters
BEACH CITIES CYCLES
525 N. El Camino Real
San Clemente, California
(714) 492-6741

HARLEY-DAVIDSON
Rapido Immediate Delivery Sportster
Harley-Davidson of Oceanside
216 Via Del Monte Oceanside, California
(714) 722-0836

NEW! CAR MOUNTED CARRIER
WRITE: GarNoCo
Box 243, Novato, Calif.

BELL® HELMETS
SEE YOUR DEALER

MONTESA and HONDA MOTORCYCLE SALES–SERVICE
Large Selection Of New & Used Motorcycles
9000 SEPULVEDA BLVD.
WARREN WILSON MOTORS South of Nordoff in Sepulveda, Calif.
"IN THE HEART OF THE VALLEY"
(213) 894-9218 LARGEST STOCK OF MONTESA PARTS IN THE SAN FERNANDO VALLEY!

MOTORCYCLES ONLY
SALVAGE
We buy Junk.. & Sell Fine Used Parts
Also tons of H.D. Obsolete Stuff. 45's-Knuckel-Dish Pan
Complete Service Frame & Fork Straightening. We Service what they sell.
Bob Ross 126 West 4th St., San Pedro, California TE 2-6124

BILL KRAUSE'S
MOTORCYCLE Dept. Store
HONDA/TRIUMPH/YAMAHA
LARGEST PARTS & ACCESSORIES DEPT. IN THE SOUTHLAND
1257 S. LA BREA at Century • Inglewood • 671-0406 • 678-5035
BMW • GREEVES • MOTO-BETA

BILL BAIRD CURRENT GRAND
NATIONAL ENDURANCE CHAMPION
6 TIMES GRAND NATIONAL
ENDURANCE CHAMPION
TRIU
OVERALL WINN
GARY NIXON TRIUMPH T100R * AMA GRAND NATIONAL
REMAINS CURRENT AMA NATIONAL CHAMPIONSHIP POIN
68
TIGER COMPETITION
T100C Competition brother of the famous Daytona, now a true dual purpose machine. A sassy road machine in "competition trim". Has twin upswept pipes. Detachable headlamp. A Champion in every detail, the Tiger Competition is the six-time Grand National Enduro Winner under superstar Bill Baird.
T100C Tiger Competition
500cc Single carburetor
Aquamarine and Silver
Distributed in the west by
Johnson Motors, Inc.
P.O. Box 275, Duarte, Calif.

CAYUTA, NEW YORK
SEPT. 15, 1968
150 MILE NATIONAL CHAMPIONSHIP
ENDURANCE RUN
1st OVERALL
BILL BAIRD
TRIUMPH T100 C
CURRENT POINT LEADER
FOR ENDURANCE CHAMPIONSHIP

Rodaer Takes Sacto High Point 250cc Amateur Trophy

By Lisa Willis

SACRAMENTO, Cal., Sept. 6 – Yes, that's right, they rode their final race for high points at Sacramento National Raceway. There is one more night of competition coming up, but there will be no points. Jim Rodaer, Bultaco mounted, meant business Friday night when he went out for the Main. Getting off the line and in third spot, behind first place Dennis Huff (Yamaha) from Modesto and Frank Hall (Bultaco), Jim took over second spot on the third lap. Dennis had moved way out front, but Jim kept moving up then Dennis went wide coming out of the pit turn, giving Jim just the chance he needed. This giving Jim first place Friday night and a sure first for High Point Trophy.

John Hargis 128K on a Bridgestone, from Roseville took first in the 100cc Novice Main with Gary Lozano Suzuki-mounted from Lodi in second. Then came Jim Osgood (Kawasaki) from Martinez, third, followed by Terry Henery on a Moto Beta from Sacramento in fourth. Terry, a fourth for three laps before going down, letting Bill Strange 42K on a Suzuki from Rancho Cordova into fourth.

Now for the 100cc Amateur and Expert Main, which was won by Alex Jorgenson on a Kawasaki from Stockton. Point leader Pat Rooney on a Bridgestone from Sacramento, fell off his bike unhurt. But because of Pat's mishaps John Grant went into the point lead.

Vickers Makes It Three Straight

In the fifth lap came Ken Roberts Suzuki mounted from Modesto, into second place. Kenny had been working his way through from way back. This left John Grant of Sacramento in third spot with the point lead, and Fred McFarland fourth.

Next on the program was the 200cc Novice Main, won by Carl Yerby, Bultaco mounted from Stockton, followed by Johnnie Fite, Bultaco mounted from Broderick. John Green on a Kawasaki from Carmichael, Calif., came from way back, working his way through into third spot after Jim Miller on a Bultaco from San Rafael had held third for 7 out of 8 laps.

Milan Vickers (Kawasaki) from Sacramento made Friday night's 200cc Amateur win his third straight since moving up from Novice a short time ago.

The 250cc Novice Main was won by Bob Whitney, Suzuki mounted from Sacramento. Bob led the entire race from start to finish. In second was Pat McKee (Bultaco) from Sacramento. Pat is a very good rider, but Whitney just did not make any mistakes.

The night's best point battle was in the 250cc Expert class. With the drop of the flag Stockton's Ron Balling (Honda) came off in first place, followed by Jim Richardson (Bultaco). Running third was Cal Simpson Sr. (Bultaco). Then came a change when Cliff Aksland on a Suzuki from Manteca blasted into first place. The riders are still wondering where he got through at.

George Carter on a Yamaha after working his way through the pack, copped second. Running close to George was Jim Monegan (Bultaco) from Stockton, coming through for third spot.

Mike Corcoran 16K Bultaco mounted, from North Highlands, had to come off the 10 yard line to take over fourth. Mike is a local rider, and one of the best. But Monegan didn't make any mistakes either.

Debbie Takes Over

Debbie Jackline, Kawasaki mounted from Fair Oaks, took over the Powder Puff race, as she did many of the races she has run with the fellows. Running second for two laps was Ginger Burrola on a Bridgestone from Manteca. Sue Childress, Bridgestone mounted from Rancho Cordova, moved into second, putting Ginger in third, followed by Darlene Carlton 55U Kawasaki, from Palo Alto in fourth, and Shelley Trammell 133V Hodaka mounted from Modesto in fifth.

WOODS AND O'BRIEN TOP CLASS A

Jack O'Brien with his front wheel straight for a change.

By Mike Capalite

SOUTH GATE, Cal., Sept. 15 – Jack O'Brien was the man to beat in the heat races Sunday night at Trojan Raceway as his smooth style carried him to victory in all five of his heat races, but he couldn't seem to find the right combination for the Trophy Dash and the Main Event.

The heat races saw more than the usual number of crashes as the riders all seemed a little over-exhuberant in their efforts. Randy Ellis had to call it a night as he took a header in the 12th heat that wiped out his front wheel, but the big one was in the 13th heat which the superstitious will note. The first thing off the line, Gary Jones (JAP) spilled in the first corner and when he went down, Rick Woods (Eso) ran into him.

The starter for the evening was Elliott Schultz who was out of action due to an injured hand suffered earlier in the week. On the restart, Woods and Sonny Nutter (Eso) were side by side when suddenly Nutter lost adhesion for a second, drifting into Woods resulting in a spectacular spill with Woods going end over end and the machine coming to rest on top of him. Luckily he was uninjured. The race was restarted for the third time, again Woods and Nutter went at it side by side, but this time they both remained upright and as they came out of the corner, it was Sonny pulling away and he kept ahead to the finish.

The C Main was all Bill Todd's (JAP) as he showed real good form in taking the win over Dave Bastain who finished in second on a machine that is powered by a Matchless engine, and although lower on horsepower it made a very good showing against the exotic iron.

The B Main was an upset as Norm Elledge (Eso) took over the lead ahead of Jim Posey (JAP) and Larry Heinselman (JAP) whom he had already beaten in the heat races, but back in fourth place was Greg Haserot (Eso) who had beaten Posey and Elledge in the heats.

In the A Main, it was evident that Steve Scott (JAP) was out to make up for the loss in the Trophy Dash when he had chain problems as he was eager on the line, but when the flag went up, it was Rick Woods charging off in the lead with his borrowed Eso sliding like gangbusters, behind him came Jack O'Brien (Eso) and Sonny Nutter (Eso) with Scott on his JAP in the fourth slot, but this was not the place in which Steve Scott was content to remain as he moved up on Nutter and took over his position, he then moved up on O'Brien, but found it a little more difficult to get around him until Jack had a little trouble getting a bite coming out of the corner and Steve powered around him. His next obstacle was Rick Woods, a hard man to follow as he charges hard into the corner, carrying it a little farther and a little harder, then throws it sideways real quick so that instead of easing into a broadslide, it digs in and slows him up before it slides, and makes it very difficult to chase him in the turns. Although Steve was forcing hard all the way, he couldn't make it.

Speedway action will return to Trojan again this Sunday with the Time Trials starting at 6:30 and the races at 7:15.

(Results on page 16)

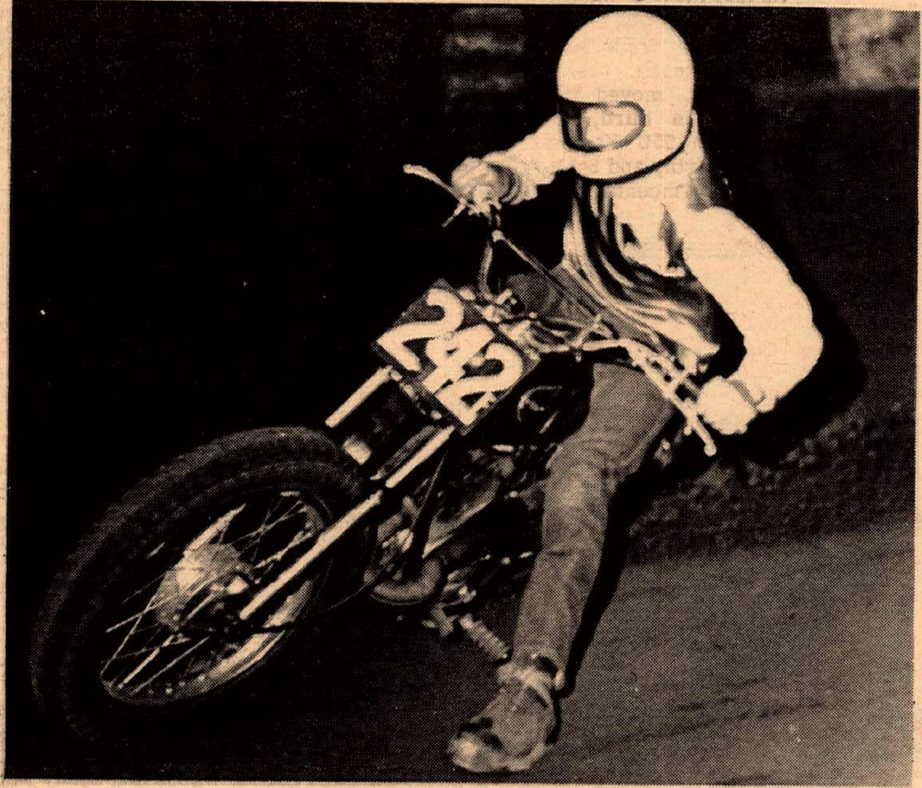
stunt riders join Pathfinders M/C

Story and Photos by Jay York

One of the most exciting and surprising scrambles yet, was sponsored by the Pathfinders MC on the 31st of August at Kearney Bowl in Fresno.

The jump was the scene of much of the action. A couple of "stunt riders" started it off by practically totalling their bikes without serious injury to theirselves in two separate incidents. And the faster bikes now fly formation as they soar by the stands.

After two restarts and some practice laps because of a wet track, the 100 Novice event finally got under way. Ron Leidig apparently didn't feel like playing around since he immediately grabbed the lead in an unrelenting and successful bid for first place.



Above, Doug Murrell found the path to top 250 Novice glory.

200 Amateur leader John Brown.

Mouths agape, spectators gawked in disbelief as Lee Seidel did the impossible in the 120 Novice/Amateur/Expert stampede. The Kawasaki mounted Novice snatched the lead from Expert Joey Petz' Suzuki on the first lap and wasn't about to give it back. The pair outdistanced the rest of the field as Petz vainly tried to regain the lead. Veteran Petz will have to teach Seidel some respect for his elders another time... if he can.

Bruce Davis and Stan Geisbrecht (Tri.) warmed up in the 200 Novice qualifying race with a dead heat for first place. But it was Davis (Bultaco) which apparently got a shot in the swining arm from frantic efforts between races and came back to beat the Triumph by an easy 50 yards.

An evenly matched pair of Bultacos piloted by John Brown and Steve Bray kept an already overworked crowd on the edge of their seats with a wheel to wheel battle which lasted until the last lap. As they came out of the last sweeper, eager beaver Bray dished up a little too much soup causing a slide which cost him a possible first and almost second place.

Aviation License Required

A red hot Doug Murrell still hasn't landed his Kawasaki after nearly lapping his slowest competitors for the 250 Novice loot. But if he keeps it up, he will have trouble with the FAA – they require pilots to have a license. William Bateman (BSA) must be credited with shortening Murrell's lead over second place compared to last week.

Ken Wise (H-D) and Mike Spier had a little game of give and take going for two laps until Wise tired of it and grabbed the number one position from an unwilling Spier who wouldn't give it away without a fight. Meanwhile Tommy Smith (Mon.), gave a tight third place to battling Butch Bivins' Bultaco when the former went down on the last sweeper (see photo).

Tim Thomas enjoys watching a race, especially the 250 Expert event. That's why for the last two weeks he has started and stayed at the rear, enjoying the others' antics until it's time to get down to business (actually on the first turn of the first lap). Then he quickly works his way up to steal the leader's thunder on the last lap, just in time to carry off another trophy on his Bultaco. This week it was Harvey Bakker (Bul) who got robbed.

Despite a 150cc handicap Leon Cotton pushed his Honda to the fore to claim the glory in the 350-500 sprint. Don Harrell managed to keep his 441 BSA ahead of an impatient Tony McDowell who had moved his Triumph up from fourth.

Pathfinder Gary Gibbs (Tri) found his way home ahead of the others after a long absence from his 350-500 Amateur class.

Members of the Pathfinders MC also dominated the 650 Novice main as they placed first, third and fourth.

The 650 Amateurs were a bit too eager to get their event under way; they started without a flag from starter race promoter Harold Murrell. Murrell finally got them stopped and calmed enough to officially set them off. Bill Lamb wasn't really that meek as his Triumph roared out of a tight first lap contest. After a second and third lap coffee break, the boys were back at it with renewed vigor as Tiger (Mike) Thompson's Triumph snapped at, but never quite caught Lamb's tail.

Finding the dirt he ate in the 650 Expert heat race rather unpalatible, Jim McCracken decided it was all or nothing in the main. For two laps it was "all" until he took a dive giving the lead to Butch Turner, another Triumph jockey. Finally getting the bugs worked out of his Triumph, Tim Thomas was able to steal second, but not without a fight from Clinton Howe. This event seems to be one of the most evenly matched, the win going to a different rider nearly every time depending on who gets the breaks.

A special trophy dash between 250 and 650 Experts topped off the evening. After Thomas' 250 Bultaco turned a lap time one second faster than Turner's 650 Triumph, the duel was organized to settle a long-standing dispute as to which class was really faster. The two fastest finishers in each class were chosen to defend their respective cycle sizes with the versatile Thomas passing the 650 honors to Howe. Although the big bikes were expected to beat the 250's off the line, it was Bakker's Bultaco that grabbed and held the lead for nearly a lap before Turner managed to get y him. With Bakker apparently losing steam, Thomas took second place to carry the 250 torch. This time he couldn't catch the leader who had established a firm 25 yard lead. Meanwhile Bakker fought Howe for third before slipping to a close fourth. Without real y deciding the issue at all the race ended: two screaming Bultacos chasing two roaring tigers past the checkered flag.

(Results appeared last week)

RESULTS

PINE CONE '68
Democrat Hot Springs, Cal., Aug. 31, Sept. 1, 1968

By George Hays

BEST DRESSED CLUB
Pacific Coasters
BEST DRESSED COUPLE
Glenda & Clayton Johnson
BEST DRESSED FAMILY
Mr. & Mrs. Max Morris
BEST DRESSED MALE SOLO
Chuck Myers
BEST DRESSED FEMALE SOLO
Dottie Porterfield
LONG DISTANCE RIDER
Estelle Geagan—Redwood City
LARGEST CLUB
Gypsy Wheels — 32
OLDEST MALE RIDER
Leo James Rankin — 59
OLDEST FEMALE RIDER
Hettie Mitchell — 78
YOUNGEST AMA MEMBER
Jeanne Norris — 2 years
LARGEST FISH CAUGHT
Nancy McKernan
TUG OF WAR MALE
Ron Hauluk
TUG OF WAR FEMALE
Linda Bragan
TUG OF WAR CLUB
Gypsy Wheels
SWIMMING CONTEST MALE
Ron Avery
SWIMMING CONTEST FEMALE
Alice Turner
BATHING BEAUTY FEMALE
Nadine Davidson
BATHING BEAUTY MALE
Bobby Jo Holder
BEST CAMPSITE CLUB
Knights M/C
BEST CAMPSITE SINGLE
Dale & Betty Foss
WHEELBARROW RACE MALE
John McFarlane & Jim Lawrence
WHEELBARROW RACE FEMALE
Carol Feliz & Connie Brock
BOOT RACE MALE
Danny Foss
BOOT RACE FEMALE
Carol Feliz
FATTEST RIDER
Jim Roy
BALDEST RIDER
Matt Ford
TALLEST RIDER MALE
Bill Pillsbury
TALLEST RIDER FEMALE
Judy McCombs
SHORTEST RIDE MALE
Ernie Levonian
SHORTEST RIDER FEMALE
Bea Knab
RUBBER BAND IN POCKET
Bea Knab
SURPRISE TROPHY
Wilma Streeter
CRACKER EATING CONTEST
Gene Venaglia
BOOT RACE KIDS
Terry McFarlane
SWIMMING CONTEST KIDS
Charles Hewitt
Terry Wright
FATTEST STOMACH
John McFarlane
DANCE CONTEST
Kelly McFarlane
Jim Lawrence

BINGO
1. Curtis McKinney
2. Ed McKinnon
3. June Hufford
4. Sherry Hess
5. Harry Muth
6. Kenneth Cox
7. Mary Kaiser

MALE SOLO
1. R.R. Watkins
2. Alvin Reynolds
3. Charles DeWolf
4. Lawrence Turner
5. Kenneth Williams
6. Eugene Venaglia
7. Raymond Page

FEMALE SOLO
1. Sandra McKinney
2. Maureen Gemmell
3. Judith McCombs
4. Barbara Nelson

PASSENGER
1. Mary Lou Lafferty
2. Donna Myth
3. Marlu Wilson
4. Genevieve Miller
5. Andrea Dutcher
6. Curtis McKinney
7. Joyce Winter Mute

SIDECAR
1. Kelly McFarlane
2. Jimmy Lawrence

VEGAS FLAT TRIALS
Las Vegas, Nev., Sun., Sept. 8, 1968

By Gene Drew

MASTERS CLASS		Pts.
1. Jim Wilson	Gre	13
2. Robert Nickelsen	Gre	21
3. Bill Hill	Gre	68
4. Terry Griebel	Gre	88
5. Max Switzer	Gre	89

AMATEUR CLASS		
1. Fred Bogart	Dot	153
2. Steven Cooper	Hod	245
3. Francis Ming	Gre	300
4. Larry Beauford	Hon	314
5. Mike McCroskey	Bri	338

LUCKY SPOKES SCRAMBLES
Brush Prairie, Wash., Sun., Sept. 8, 1968

By N.A. Williams

100cc CLASS TROPHY DASH
1. Darrel Cotton Kaw

A MAIN
1. Darrel Cotton Kaw
2. Billy Lewis Hod
3. Mike McCall Hod

B MAIN
1. Dale Hixson Yam
2. Jack Mills Kaw

C MAIN
1. Rick Spencer Kaw

200cc CLASS TROPHY DASH
1. Darrel Cotton Kaw

A MAIN
1. Darrel Cotton Kaw
2. Mark Baker Bul
3. Walt Pries Bul

B MAIN
1. Bob Wright Bul
2. Joe Riley Kaw

C MAIN
1. Mike McCall Hod

250cc CLASS TROPHY DASH
1. Ken Hart Yam

A MAIN
1. Darrel Cotton Kaw
2. Bob Lindauer Yam
3. Dick Wall H-D

B MAIN
1. Allen Morinville Kaw
2. Steve Rothenberger Yam

C MAIN
1. Phil Davis Bul

500cc CLASS TROPHY DASH
1. Ken Hart Yam

A MAIN
1. Bob Lindauer
2. Joel McNelly
3. Bill Elder

B MAIN
1. Ron Fox Yam
2. Joe Furman Hon

C MAIN
1. Phil Davis Bul

OPEN CLASS TROPHY DASH
1. T.L. Hoglan Nor

A MAIN
1. Bill Elder Tri
2. T.L. Hoglan Nor
3. Bob Vaughn Tri

B MAIN
1. Bob Bernstein Tri
2. Tom Leslie Tri

MARYSVILLE SCRAMBLES
Marysville, Cal., 9-9-68

By Dale McKinnon

100 CLASS
1. John Harges Bri
2. Gary Lozano Suz
3. Ronnie Blockman Hod

100 AMATEUR
1. Kenny Roberts Suz
2. Ron Long Bri
3. Axel Jorgensen Kaw

200 CLASS
1. Dan Hack Bul
2. Carl Carpenter Bul
3. George Woods Bul

250 CLASS
1. Jim Crenshaw Yam
2. Mike Waltkemp Kaw
3. Tom Hamnes Bul

250 AMATEUR
1. Jim Rodaer Bul
2. Manfred Heyrend Yam
3. Jerry Tyler Bul

250 EXPERT
1. Ron Bolling Bul
2. Bob Haustein CZ
3. Robert Boaz BSA

WOMEN
1. Debbie Jackline Kaw
2. Sue Childress Bri
3. Ginger Burrola Bri

350 CLASS
1. Rick Graves BSA
2. #70N —
3. Al Caramella BSA

500 CLASS
1. Windy Foreman Hon
2. Dan Rasmussen CZ
3. James Jacobson Tri

500 AMATEUR
1. Steve Young CZ
2. Bill Evans BSA

650 CLASS
1. Bob Pullard Tri
2. Larry Hansen Tri
3. John Abacherle Tri

650 AMATEUR
1. Chuck Marcucci Tri
2. Tom Daves Tri
3. Dale Grey BSA

650 EXPERT
1. Nick Theroux Hon
2. Robert Boaz Tri
3. Ron Bolling BSA

ORANGE CO. SHORT TRACK & TT
El Toro, Cal., Wed., Sept. 4, 1968

SHORT TRACK EVENTS
100cc TROPHY DASH
1. Mark Kruse Bul

250cc TROPHY DASH
1. Randy Ellis Bul

100cc MAIN
1. Mark Kruse Bul
2. Wayne Hosaka Hod
3. Russ Robinson Suz
4. Jim Raymond Suz
5. Carroll Heiland Kaw
6. John Sprague Hon

250cc MAIN
1. Stan Rogers Bul
2. Randy Ellis Bul
3. Bob Maiers H-D
4. Dave Aldana Oss
5. Dave Lenar BSA
6. John Swerican H-D

TT EVENTS
100cc TROPHY DASH
1. Dave Aldana Suz

250cc TROPHY DASH
1. R.W. Ring Hus

500cc TROPHY DASH
1. Dave Lenar BSA

100cc MAIN
1. Dave Aldana Suz
2. Wayne Hosaka Hod
3. Russ Robinson Suz
4. Caroll Heiland Kaw
5. Jim Raymond Suz
6. Carl Byers Hod

250cc MAIN
1. John Sprague Bul
2. Dave Aldana Oss
3. Jim Peterson Kaw
4. Jim West Bul
5. Ron Ringen Kaw
6. Ray Vanderpool Yam

OPEN MAIN
1. Jim Peterson Tri
2. Terry Moriarty Tri
3. Ray Vanderpool Yam
4. Gary Nord BSA
5. Bob Potts Tri
6. Dwight Harlow BSA

A.C.A. MOTO-CROSS
Saddleback Park, 9-15-68

By Maureen Lee

100cc JUNIOR
Greg Wickam Suz
Jeff Creager Hod
Bruce Baron Hod
John Rubcic Kaw

100cc SENIOR
Lars Larsson Pen
Claude Henderson Hod
Gary Bailey Pen
Hayward Mendenhall Hod

125cc JUNIOR
Mickey Burton Pen
Charles Pumfrey Bul

125cc SENIOR
Lars Larsson Pen
Russ Darnell Pen
Tim Hart Gua
Gary Bailey Pen

175cc JUNIOR/SENIOR
Danny Hockie Oss
Jack Vaughn Oss
Thomas Hamil Bul

250cc JUNIOR
Tom Rapp Hus
Kurt Lohmeyer Bul
Dennis DeGraff Suz
Chris Hollenbeck Bul
Larry Shoemaker Yam
Fred Kalmick Yam
Steve Schneider Bul
Joe Donlevie Suz

250cc SENIOR
Russ Darnell Hus
Steve Hurd Kaw
Tim Hart C-Z
Jim Bentley Hus
John Maynard All
Walt Axthelm Mai
Dick Allen Yam
Ronald Fry Hus

500 JUNIOR
Greg Smith C-Z
Badger Maynard Mai
Gary Wickam Bul
Michael Mahoney Bul
Bob Hager Mon
Mono Fox Mai
Charles Curnutt Hus
William Good Bul

OPEN JUNIOR
Curt Horst Tri
Gary Lindley Tri
Clarence Willis Tri

350-500 OPEN SENIOR
350 SENIOR
Dick Allen Yam

500 SENIOR
Lars Larsson Hus
Gary Bailey Gre
Nilson Clues Mai
Chuck Minert BSA
Walt Axthelm C-Z
George Etheridge Mon
Bruce Jackson Gre

OPEN SENIOR
Steve Hurd Nor
Ken Sparkman Tri

SACRAMENTO NAT'L RACEWAY
Sacramento, Cal., Fri., 9-6-68

By Lisa Willis

100cc NOVICE MAIN
1. John Hargis Bri
2. Gary Lozano Suz
3. Jim Osgood Kaw
4. Bill Strange Suz

100cc AMATEUR MAIN
1. Alex Jorgenson Kaw
2. Ken Roberts Suz
3. John Grant M-B
4. Fred McFarland Suz

200cc NOVICE MAIN
1. Carl Yerby Bul
2. Johnnie Fite Bul
3. John Green Kaw
4. Jim Miller Bul

200cc AMATEUR
1. Milan Vickers Kaw
2. Mike Ellis Yam
3. Jerry Tyler Bul
4. Don Simons Bul

250cc NOVICE MAIN
1. Bob Whitney Suz
2. Pat McKee Bul
3. Jeff Holman Bul
4. Mike Woltkemp Kaw

250cc AMATEUR MAIN
1. Jim Rodaer Bul
2. Dennis Huff Yam
3. Steve Ferroni Bul
4. Frank Hall Bul

250cc EXPERT MAIN
1. Cliff Aksland Suz
2. George Carter Yam
3. Jim Monegan Bul
4. Mike Corcoran Bul

POWDER PUFF
1. Debbie Jackline Kaw
2. Sue Childress Bri
3. Ginger Burrola Bri
4. Darlene Carlton Kaw
5. Shelley Trammell Hod

TIJUANA TT RACES
Tijuana, Mex., Sun., Sept. 8, 1968

By Bill Harmer

100cc NOVICE
1. E. Roloff, Jr. Bri
2. Bob Curtis Hod
3. Sal Peluso Yam

100cc EXPERT
1. W. Hosaka Hod
2. Jim Dunn Bri
3. Jay Dunn Bri

200cc CLASS
1. Ed Murie Bul
2. Mick Chiara Hod
3. Chuck Palmer Kaw

250cc NOVICE
1. Wayne Clark Kaw
2. Jim Grace Kaw
3. Wm. Bartletts H-D

250cc EXPERT
1. John Sprague Bul
2. Jim West Bul
3. Ward Ring Hus

500cc CLASS
1. Wayne Clark Kaw
2. Brian Stanners Bul
3. Carlos Iribe Hus

OPEN NOVICE
1. Tim LeQue Bul
2. Bill Bartlett H-D
3. Kem Stafford Yam

OPEN EXPERT
1. John Sprague Tri
2. Tom Simpson Tri
3. Jim West Bul

SIDECAR
1. J. Moffitt BSA
2. C. Roesch H-D
3. S. Pettie H-D

TROJAN RACEWAY SHORT TRACK AND TT
Thurs., Sept. 12, 1968

By Mike Capalite

100cc JR. SHORT TRACK MAIN
1. Gary Scott Hod
2. Mark Blackwell Yam
3. Lloyd Quintard Yam

100cc SR. SHORT TRACK MAIN
1. Paul Wilde Yam
2. Jimmy Raymond Suz

100cc S.T. TROPHY DASH
Paul Wilde Yam

100cc JR. TT MAIN
1. Lloyd Quintard Yam
2. John Freis Bri
3. Mark Blackwell Yam

100cc SENIOR TT MAIN
1. Gary Bailey Hod
2. Paul Wilde Yam
3. Bryan Spinks Yam

100cc TT TROPHY DASH
Gary Bailey Hod

250cc JUNIOR TT MAIN
1. Larry Taylor Bul
2. Bryan Spinks Yam
3. Larry Shoemaker Yam
4. Bob Bars Bul

250cc SENIOR MAIN
1. Gary Bailey Gre
2. Irwin Moon Bul

250cc TT TROPHY DASH
1. Gary Bailey Gre

HEART FUND POKER RUN
Oxnard, Cal., Sun. 8-25-68

By Ron Schall

POKER HANDS
RIDERS
1. C. H. Luckinbill
2. Jess Gasaway
3. Roy Blankenbiller
PASSENGER
1. Patricia Reeves
2. Ruth Kennicutt
3. Joleen Williams
LARGEST CLUB:
Red Top, Bakersfield (20)
LONG DISTANCE RIDER:
Gabriel Palmer, San Diego
OLDEST BIKE:
Harold Fritz Jr. (1934 Moto-Guzzi)
OLDEST RIDER:
Harold Fritz Sr.
YOUNGEST RIDER: Glen Clark
HARD LUCK:
Larry Woods and C.C. Wood
SWEEPSTAKES: Roy Blankenbiller

FIELD EVENTS
1200cc:
1. Don Slayton;
2. Everett Vaughn
UNDER 900cc:
1. Burnie Clark
2. Harold Nikkel
PASSENGER: Donna Deeds

25-MILE NATIONAL CHAMPIONSHIP
Sacramento, Calif., Sept. 16, 1968

1. Fred Nix, Lawton, Okla.	H-D
2. Mert Lawwill, San Francisco,Ca.	H-D
3. Dan Haaby, Sacramento, Calif.	H-D
4. Gary Nixon, Baltimore, Md.	Tri
5. Cal Rayborn, San Diego, Cal.	H-D
6. Yvon DuHamel, Montreal, Can.	Yam
7. Roger Reiman, Kawanee, Ill.	H-D
8. Dick Mann, Schenectady, N.Y.	BSA
9. Sid Carlson, Seattle, Wash.	H-D
10. Paul Conserriere, S.Monica,Ca.	H-D
11. Ron Kruseman, Oxnard, Cal.	BSA
12. Chuck Jones, Arcadia, Cal.	BSA
13. Dusty Coppage, Burbank, Cal.	Tri
14. Ralph White, Torrance, Cal.	Tri
15. Chuck Palmgren, Baltimore,Md.	Tri
16. Gary Boyce, Aspen, Colo.	H-D
17. Bart Markel, Flint, Mich.	H-D
18. Walt Fulton, Jr., Orange, Cal.	H-D
19. Dallas Baker, Orange, Cal.	BSA
20. Gene Romero,S.L.Obispo, Cal.	Tri

Time: 16:42.98, new track record, (old by George Roder at 17:50.64 on Sept. 17, 1967) Speed 89.733 mph-

AMA GRAND NATIONAL POINT STANDINGS
(After Sacramento 25-Mile)

1. Gary Nixon, Baltimore, Md.	588
2. Fred Nix, Lawton, Okla.	552
3. Cal Rayborn, San Diego, Cal.	533
4. Bart Markel, Flint, Mich.	519
5. Mert Lawwill, San Francisco,Ca	399
6. Dan Haaby, Sacramento, Cal.	397
7. Gene Romero, S.L.Obispo,Cal.	299
8. Dick Mann, Schenectady, N.Y.	266
9. Chuck Palmgren, Baltimore, Md.	253
10. Buddy Elmore, El Paso, Texas	164

ANTELOPE RAMBLERS M.C. HARE & HOUND 9-15-68

By Dick Wright

1. Steve Staats	500 E	Bul
2. Gary Conrad	250 E	Hus
3. Rich Thorwaldson	250	Hus
4. Al Rogers	Op E	Hus
5. Al Baker	Ex	Tri
6. Steve Halladay	Op A	Tri
7. Steve Dempsey	Op E	Tri
8. Tom Muto	250 N	Gre
9. John Gaetz	Op E	Tri
10. Gary Cole	250 E	Hus
11. Tim Smith	500 E	Mon
12. Bill Messer	250 E	Bul
13. Glenn Thomas	250 E	Hus
14. Tom Poteet	250 A	Bul
15. Jack Byers	500 E	Rick
16. James Martino	500 Ex	Hus
17. Ron Sloan	500 E	Hus
18. Pat McGuire	250 A	—

TRAIL BIKES		
1. Jack Froelich	Ex	Bul
2. Jack Morgan	Ex	Hod
3. Jeff Wright	Am	Hod
4. Rob McLaughlin	Ex	Sac
5. Jim Jacklett	Ex	Hod
6. Allen Wertzel	Am	—
7. Jim Sumners	Am	Hod
8. Ian Esq. Drake	Am	Hod
9. Robert Duncan	Am	Pen
10. Wes Anderson Jr.	Ex	Hod

ORANGE CO. SHORT TRACK
Wed., Sept. 11, 1968

100cc TROPHY DASH
Mark Kruse Bul

250cc TROPHY DASH
Bill Cain H-D

100cc MAIN
Mark Kruse Bul
Mike Toussau Kaw
Randy Layne Gil
Rick Woods Hon
Joe Jones Kaw
Brad Throgmorton DNF Suz

250cc MAIN
Stan Rogers Bul
Randy Ellis Bul
Jim West Bul
Dave Lenar BSA
Jim Peterson Kaw
Bill Cain H-D

AFM NAT'L ROAD RACE
Sun., Sept. 15, 1968

PRODUCTION	
50cc	
Rudy Raynosa	Mon
Buzz Buzzelli	–
Jerry Mathel	Cim
100cc	
Pat Evans	Yam
Mike Velasco	Bri
Jim Chetwood	Zun
250cc	
Ted Jewell	Bul
Walt Garnett	Suz
Barry Wenn	Duc
350cc	
Jim Chen	Hon
Jerry Greene	Bri
Mike Lone	Yam
1000cc	
George Kerker	Nor
Chuck Giordanengo	Hon
Lance Keith	Tri
GRAND PRIX	
50cc	
Ed Clement (I)	Hon
Sid Chambers (II)	Mon
100cc	
Mike Lane	Hod
Roy Nakamoto	Yam
Stan Smith	Bri
175cc	
Ralph LeClercq	Duc
Ron Phillips	Oss
Pete Giordanengo	Hon
250cc	
Jody Nicholas	Yam
Mike Lane	Yam
Don Emde	Suz
Steve McLaughlin	Yam
Bruce Tozier	Yam
Jerry Christopher	Kaw
Tom Finlay	Yam
Kelly Evans	Yam
350cc	
Jody Nicholas	Yam
Jim Chen	Hon
Bob Bender	AJS
Jerry Greene	Bri
Tom White	Hon
Tony Nicosia	Suz
1000cc	
George Kerker	Nor
Dick Kilgroe	Hon
1300cc SIDECAR	
Doug Bingham/Ed Wade	H-D
Bob Bakker/Bob Bender	BSA
Bob Johnson/Mike Van Laar	H-D

DEADMANS MOTO-CROSS
By Desert Challengers M.C.
Sun., Sept. 15, 1968

125 JUNIOR	
Bill Pettigrew	Hod
Don Eide	Hod
Darryl Bassani	Hod
Mike Adams	Hod
Steve Ranch	Hod
125 SENIOR	
Earl Roeseler	Zun
250 JUNIOR	
Dennis Keefe	Hus
A. Adkins	Yam
Tom Horton	Gre
Carl Cotton	Yam
Ron Petterson	Yam
250 SENIOR	
Lon Peterson	C-Z
500 JUNIOR	
Don Hill	Hus
Ron Klawson	Hus
Ron Farmer	Mon
500 SENIOR	
Ron Nelson	Mon
Lon Peterson	C-Z
OPEN JUNIOR	
Ron Wimer	Tri

TROJAN CLASS A
Sun., Sept. 15, 1968

By Mike Capalite

TROPHY DASH	
1. Rick Woods	Eso
2. Jack O'Brien	Eso
3. Sonny Nutter	Eso
4. Steve Scott	JAP
C MAIN	
1. Bill Todd	JAP
2. Dave Bastain	Mat
3. Lee Stumpenhaus	Eso
4. Gary Jones	JAP
B MAIN	
1. Norm Elledge	Eso
2. Jim Posey	JAP
3. Larry Heinselman	JAP
4. Greg Haserot	Eso
A MAIN	
1. Rick Woods	Eso
2. Steve Scott	JAP
3. Jack O'Brien	Eso

WHITEMAN SPEEDWAY
Sat., Sept. 14, 1968

By John A. Grout

HIGH POINT TEAM RIDERS:	
Rick Woods	12
Eddie Mulder	10
Jack O'Brien	10
Jimmy Nicholson	9
Paul Conserriere	8

FINAL TEAM SCORES:
L.A. 46 – Valley 38

GRAND FINALE:
Jimmy Nicholson
Rick Woods
Eddie Mulder
Jack O'Brien

TROPHY DASH (non-team)
Greg Haserot
Norm Elledge
Dave Stroman
Gordie Williams

MAIN EVENT (non-team)
Norm Elledge
Homer Knapp
Jay Carter
Jim Stevens
Jim Ashworth
Greg Haserot (d.n.f.)

TROJAN 250cc CLASS A SPEEDWAY
So. Gate, Cal.,
Tues., Sept. 10, 1968

By Mike Capalite

TROPHY DASH	
1. Bob Bailey	Hon
MAIN EVENT	
1. Bob Bailey	Hon
2. Larry Taylor	Bul
3. Loyal Penn	Bul
4. Tom Vardman	Bul
5. Irwin Moon	Bul

ASCOT PARK SPEEDWAY
Friday, Sept. 13, 1968

By Mike Capalite

WINNING TEAM & POINTS	
MONARCHS	
Eddie Mulder	6
John Carter	4
Rick Woods	7
Steve Scott	7
Greg Haserot	1
Total	25
LOSING TEAM & POINTS	
STARS	
Paul Conserriere	11
DeWayne Keeter	3
Sonny Nutter	1
Chuck Jones	1
John Hateley	7
Total	23
CONSOLATION	
1. John Carter	JAP
2. DeWayne Keeter	Eso
3. Rick Woods	Eso
4. Steve Scott	JAP
5. Keith Mashburn	Eso
6. Larry Heinselman	JAP
MAIN EVENT	
1. Chuck Jones	JAP
2. Paul Conserriere	Eso
3. John Hateley	JAP
4. Eddie Mulder	Eso
5. Eddie Worth	JAP
6. Bruce Haserot	Eso

ORANGE CO. TT
Wed., Sept. 11, 1968

100cc TROPHY DASH	
Jimmy Ramond	Suz
250cc TROPHY DASH	
Jim West	Bul
500-OPEN TROPHY DASH	
Jim Peterson	Kaw
100cc MAIN	
Jimmy Raymond	Suz
Dan White	Suz
Mike Payse	Bul
John Freis	–
John Hoffard	Kaw
Mike Toussau	Kaw
250cc MAIN	
Jim West	Bul
R.W. Ring	Hus
Carroll Heiland	Yam
Ron Cardiel	Kaw
Bob Prior	Suz
500-OPEN MAIN	
Jim Peterson	Tri
Len Burke	Tri
Bob Potts	Tri
Si Porter	Tri
Don Leal	Tri
Nat Clark	BSA

SUBSCRIBE TO CYCLE NEWS

BIG DADDY CHALLENGES CYCLE MAG TO "TRIKE" RACE

Big Daddy Roth's Harley-powered three-wheeler.

Big Daddy Roth, world famous producer of fiberglass T-shirts and custom designed cars, has just finished the most impressive 3-wheeler that we have ever seen.

"Most of my cars and bikes look like they won't run," says Big Daddy Roth, "therefore I have issued a challenge to Cycle Guide Magazine's Corvair-powered 3-wheeler built and owned by Tom McMullen to a race from Los Angeles to the Harley-Davidson factory in Milwaukee, Wisc. I believe that by retaining the basic Harley engine I can beat the Corvair-engined trike beautifully engineered by Tom and his team of experts."

Roth will make the trip anytime Cycle Guide decides to accept the challenge. His 45-inch engine is of the stock variety built especially for our armed forces in the second World War. Roth has been testing his machine in the Arizona desert and has all the bugs worked out.

Both Roth and McMullen, who operates a chopper shop in Buena Park, Cal., have built their respective machines within the last year. Roth maintains that the only rule he suggests for the race is that the bikes be ridden – not towed or trailered in any fashion. First one there is the winner.

Roth publishes a small monthly chopper magazine for hard-core chopper riders and builders, and hopes to get publicity out of this stunt for his book. Roth calls his bike the Chopper Magazine Special; it can be seen at the Long Beach Arena on October 20-23 for a sort of pre-race preview. Meanwhile, Cycle Guide remains silent... Should be an interesting event.

Bob Bailey's Service Center
Motorcycle Service & Repairs
Tues. Thru Sat. 10:00 A.M. To 6:00 P.M.
17124 S. Western Ave. Bldg. No. 6
Gardena, California 90247
Phone 327-8538

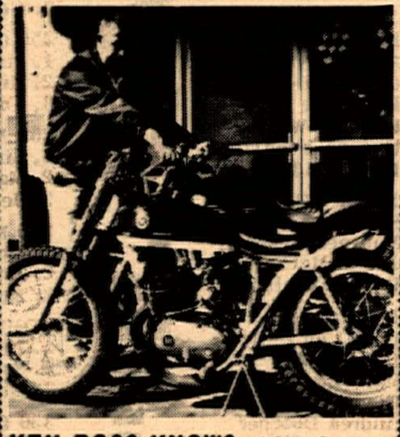
WILLOW SPRINGS
12hr. Production G.P.
ROAD RACE
SEPT 29th
9:00a.m. to 9:00p.m.

Sept 29th
Four Aces
T.T. Scrambles
Huntington Beach Track
Littlebikes A.M.
Big bores P.M.
No Bikes Started Before 9:00 a.m.!
Class "C" Rubber – AMA Sanc.
Dist. 37 points.
Donation 1.25 Entryfee 2.00
Side Hacks Welcome!
Tech. Inspection Strictly Inforced
See you there!
Take San Diego Frw to Golden West Turnoff South to talbert, Left, 1/2 mile to track.

BRIDGESTONE

350 GTR
For the name of your nearest Dealer
So. Cal. McCulloch Dist. Inc.
(213) 772-2106
No. Cal. Coast McCulloch
(415) UN 3-5520

Montesa
MEN WHO KNOW MOTORCYCLES SELL MONTESA



KEN ROSS KNOWS, it's a fine machine of good quality and minute detail. It has proven to be a winner in dependability and appearance as well as in competition. We're proud to be part of the fast growing "MONTESA TEAM".
UNIVERSAL MOTORS
109 East Saner St.
Dallas, Texas
VIVA
MONTESA MOTORS, INC.
Sole U.S. Distributor
3657 Beverly Boulevard
Los Angeles, California 90004

IN LANCASTER IT'S
YAMAHA
Don & Ray's Motorcycle Shop
1223 W.Ave. I, Lancaster, Calif.
(805) 942-9624

TURNER EXPANSION CHAMBERS
Specialist in tuned exhaust for most two strokes Port, Polish and five porting, also complete hop-ups for Hodaka.
6025 Maywood Ave. Bld. 11, Huntington Park, Calif. Three blocks off Slauson 589-7717 or 773-5839 Hours 10-6

Greeves
NICK NICHOLSON MOTORS
11629 Van Owen, No. Hollywood (213) 764-8674 – 20 Years Experience

CULVER CITY CYCLE CENTER
10248 CULVER BLVD. 839-9000
BULTACO–M/B–MAICO–R.E.

SPEED TUNING IS OUR SPECIALTY
NOW!
DUNE BUGGY KITS & ACCESSORIES

Hodaka Motorcycles Greeves
Montesa Kawasaki
Westminister Sport Cycle
Guy R. Louis
(714) 893-7057
7574 Westminister Ave. Westminster, Cal.

GENE H. MYERS
Authorized YAMAHA Dealer
NEW & USED SALES
Parts – Service & Repair
4459 Redondo Beach Blvd. Lawndale, Calif.
(213) 542-4047

NEW SPEEDWAY HERO

PACOIMA, Calif., Sept. 14 – A new hero emerged in team motorcycle racing at Whiteman stadium this week after Rick Wood's Saturday night performance on the Pacoima dirt oval.

Led by the Anaheim ace, the Los Angeles riders pulled even in the weekly two-wheel speedfest as they defeated the San Fernando Valley team, 46-38. This Saturday night more than 50 Class A veterans will be out to break the 2-2 tie that has developed at the end of four weeks of team racing.

Wood, riding a speedy JAP cycle, won four races, including back-to-back victories which shoved the Valley team hopelessly behind in the 12th and 13th events of a 15-race card.

Jim Nicholson of Granada Hills came roaring back to win the final four-man battle, but his team was too far back to close the gap.

Nicholson, a two-race winner, edged Wood by less than a wheel at the wire with Eddie Mulder of Burbank and Jack O'Brien of Santa Monica trailing for third and fourth, respectively.

The last race is comprised of the top four point men, two from each team. Mulder had qualified by winning three events handily, while individual point leader O'Brien racked up a pair of wins during the exciting program.

Man-to-man racing was dominated by Norm Elledge of Glendale with a narrow victory in the main, a second in the Trophy Dash, and a third in his sem-main. Close behind in the main was Homer Knapp of North Hollywood, followed by Jay Carter of Van Nuys.

Jay's brother, John, won two team events, while John Hateley of Burbank and Paul Conserriere of Redondo Beach were solo winners. Winner of the Trophy Dash was Greg Haserot of Gardena with Elledge second and Dave Strohman of Tujunga third. Jay Carter won the other semi-main, trailed by Jim Ashworth of Long Beach and Elledge. Ron Miller took three team thirds.

IF YOU DON'T BELIEVE THIS AD Bring It With You or Mail It With Your Order. For the Lowest Prices on New Parts in the U.S.

HONDA CL 72 – CB 72
BRAKE SHOES $2.50 Set of 4

S 90 – 66 or Later
SCRAMBLER PIPE $4.00

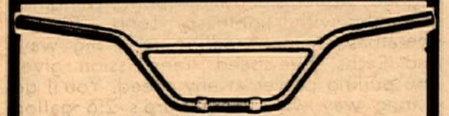
AIR FILTER CB72–CB93 $2.00

IGNITION SWITCHES $2.00

CA 95 CLUTCH CABLES $1.00

HEADLIGHT RIMS
CT 200 – S 90 – CB 77 50¢

12 VOLT BATTERIES
FITS MANY MODELS $7.50



SCRAMBLER BARS
FOR ALL POPULAR MODELS
$3.95 EACH

THESE PARTS ARE NEW

MOTORCYCLE SALVAGE
835 W. FOOTHILL BLVD.
AZUSA, CALIF.
(213) 334-5912
NEW AND USED PARTS
SHIPPED ANYWHERE
OFFER EXPIRES OCT. 1st 1968

Exponent of hard-lock speedway turning style is Rick Woods, Jawa-Eso 500 mounted.

Scott and Quintard Top Trojan Juniors

By Mike Capalite

SOUTH GATE, Cal., Sept. 12 – With the Trojan Raceway program for Thursday nights having dropped the 250cc Short Track class to run it on Tuesday night, it seems to have increased the interest in the 100cc Short Track as the entries doubled over the previous week. In the 100cc Senior class, it was another sweep for Paul Wilde as he took both the Trophy Dash and the Main Event on his rapid Yamaha, with Jimmy Raymond (Suzuki) finishing second. In the Junior class, it was Gary Scott (Hodaka) who had the duel with Mark Blackwell (Yamaha) and came out on top with usual frontrunner in the Junior class Lloyd Quintard having to settle for a third place aboard his Yamaha.

Needless to say, the 250cc Senior TT was another snap for Gary Bailey (Greeves). There doesn't seem to be anybody who can hold a candle to him on this track. He won the Trophy Dash and then came right back to take the Main Event with Irwin Moon (Bultaco) taking second.

(Results on page 16)

Saddleback A.C.A. Moto-Cross

By Maureen Lee

IRVINE, Calif. Sept. 15 – Promoter Wes Cooley of the A.C.A. had a new surprise for the Saddleback moto-cross entrants Sunday with a new section of course that was a surprise for some. You should have seen the boggle up on the hill first lap of practice when some of them got up there and saw where the course now turns to go down a real "steepy!" It was abrupt enough to bring smiles to the real moto-cross riders.

Perennial winner Chuck Minert having fun in the rough.

Husky hustler Jim Bentley.

The 100cc class ran a combined Junior-Senior series and there was quite a gang of them. Juniors for the day ran two 20-minute rounds and Seniors two 30-minute races, however, there were so many 250 Jrs. that they ran in two different groups with a third round for high-point men out of the first two.

It was a good day for the Pentons who did splendidly in every class they ran. Coming off the line it appeared that the Hodakas were faster in the 100 class and it's going to be quite interesting now that the 100 Pentons are here to see what happens in succeeding races because in the 125 class they have been just about unbeatable.

The 250 Junior class is always exciting to watch, and did they ever have a pile-up on that now infamous off-camber on their first lap! No one got seriously creamed but it was wild for a few seconds. Their third moto threw together the best from the two groups like Kurt Lohmeyer (Bultaco) Danny Ortega (Husky) and Dennis DeGraff (Suzuki) from Group I with Tom Rapp (Husky) Chris Hollenbeck (Bultaco) and Larry Shoemaker (Yamaha) from Group II. When it was all over Lohmeyer and Rapp had tied for a first but Rapp had made the top number of points first becoming the winner with Lohmeyer ending second.

Darnel Smooth, Spectacular

Russ Darnell on a Husky blew off the 250 Seniors. Russ, whose style is so smooth he doesn't look spectacular although he's usually in front, is one guy who never seems to get the attention he should for his great riding ability. He makes it look too easy. The tussle in that class was between Steve Hurd (Kawasaki) and Tim Hart (C-Z). In the second round Hart and Walt Axthelm scrapped it out with Walt getting the second spot leaving Hurd to chase after Hart who was flat hauling. Steve had the C-Z almost under his front wheel several times but the combination of the C-Z and Hart who most definitely is more than just an up-and-coming rider was just a bit too much for the Kawasaki.

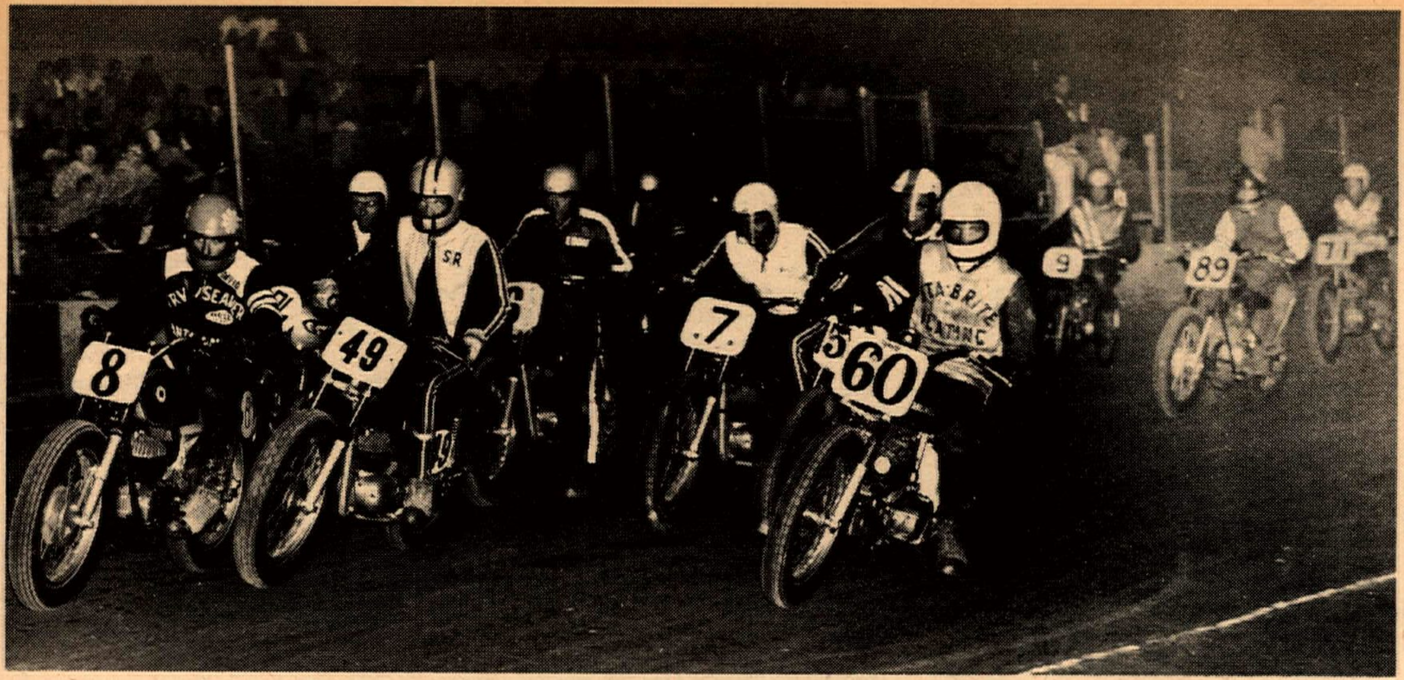
C-Z won the 500 Junior with Greg Smith as rider in a good go with Badger Maynard on a new Maico. This is the yellow tank model, with the close ratio gear box.

Best go of the day had to be between Lars Larsson (Husky) and Chuck Minert (BSA) in the first 500 Senior round. Like wow! Finally Minert went down and mashed in his megophone, thereby reducing his power considerably, but he still kept going and finished, although going down to a fourth over-all by the end of the day. Steve Hurd in the first round was out there flat flying on his desert sled (alias his Norton) and the current holder of that number one desert plate showed his worth with a third place, however, his rear shocks couldn't take the punishment and Steve didn't make it out for the second round. His effort still earned him number one gold in the Open Division of the class.

Odds 'N' Ends

George Etheridge on his orange Montesa looking awfully good in the 500 Senior class as did Nilson Clues on his Maico. Gary Bailey popping up in what seemed for a while amost every round as he rode the 100, 125 and 500 class taking a second in the 500 on his prototype Greeves with a current 360 Greeves manned by Bruce Jackson ending seventh...Bailey ending third in the 100cc class and fourth in the 125...with all that riding it's no wonder we caught him taking a nap against the side of his truck... the sound of the two Suzukis ridden by Dennis DeGraff (3rd 250 Junior) and Joe Donlevie (8th 250 Junior) can pop an eardrum going up hill at full throttle! And the little youngster on a step-through frame trail bike with the seat cut way down who probably put in more laps in a safe section of the parking area than some of the racers! Give him a few years and watch out Torsten!

(Results on page 16)



Often racing is the Orange Speedway 250 TT field, elbowing into that first slider.

FULL NIGHT OF ORANGE CO. RACING

ORANGE CO., Cal., Sept. 4 – Mark Kruse on his 100cc Bultaco was able to maintain his dominance of the 100cc flat-track events, winning both the Trophy Dash and the Main Event Wednesday night, but with some difficulty. A brand new rider to short tracking at Orange County, Wayne Hosaka (Hodaka) and last year's 100cc champion, Russ Robinson, gave Mark all the competition he could handle in the Main. Wayne got by Mark several times and led the event for short periods, but Mark was able to recapture the lead, finishing in first place, with Wayne in second and Russ in third. Since the 100cc class is now competing on the quarter-mile course, the competition has been steadily increasing over the last few weeks. This is evidenced by the increase in the crowd and also by the pay-off going to the riders.

In the 250cc class, Randy Ellis was able to capture the Trophy Dash but was not quite so fortunate in the Main Event, with Stan Rogers coming out #1 and Randy in second place. In the top six finishing positions, two gentlemen from the east coast, Bob Maiers and John Zwerican, both on Harley-Davidsons, finished in third and sixth spots, respectively. They had some gratifying comments regarding our short trackers, since they didn't know the fellows out here could ride the quarter-mile as well as they do. Dave Aldana finished fourth, Dave Lenar fifth.

Aldana Outdoes 'Em

In the 100cc TT event, Dave Aldana fared much better than in the short track, winning both the Trophy Dash and the Main Event. The Main was a repeat of the 100cc short track event, with Wayne Hosaka finishing second and Russ Robinson in third spot.

The 250cc TT Trophy Dash was won by a rider we haven't seen for quite some time, R.W. Ring on a Husqvarna who came up from San Diego. He took the Dash but had trouble in the Main and was a DNF. Finishing in first spot in the 250cc TT Main was John Sprague on a Bultaco. Dave Aldana was second on his Ossa and Jim Peterson (Kawasaki) finished third.

In the 500cc and Open TT event, Dave Lenar on a BSA captured the Trophy Dash, but had some problems in the Main and did not finish. The Open Main Event wne to Jim Peterson on a Triumph. Right behind Jim was Jerry Moriarty on a Triumph, and, to the surprise of many, in third place and doing an excellent job was Ray Vanderpool on a 350cc Yamaha. Ray had to ride back to back in the 250cc TT as well as the Open TT, finishing sixth on a 250 Yamaha, and then getting on his 350cc to ride in the Open Main and finished in third place.

Next Wednesday night, spectators as well as riders, can look forward to another interesting night of racing at Orange County Speedway.

(Results on page 16)

Castle Rock windup

By J.K. Lacey

CASTLE ROCK, Wash., Aug. 31 – On a cool windless night the Mt. St. Helens M.C. finished their Class C racing season with a 3-Star TT on their famous Fairgrounds track. With the National at San Jose the following day entries were down some but that certainly didn't deter from the evening's events as these races were probably the best we've seen all year.

Novice action saw Trophy Dash winner and the Washington State Novice point leader Squire Tomasie win the Main with a wire-to-wire ride but it wasn't a runaway as was the Dash. Bill Elder (H-D) and Jack Mott (BSA) were as one thru-out the race never more than a few lengths behind the unconcerned Tomasie (Bul), and when Mott finally passed Elder he put the pressure on Tomasie but the laps ran out. Only feet separated the trio as they crossed the line, a fine ending to the Novice careers of these three who, next year, will return to do battle as Amateurs.

Last Lap Ultimatum

In the Amateur go Trophy Dash winner Jimmy Jones (Tri) did the deed in the Main but that race was something else. Steve Holton grabbed the lead with Jones second, Ike Reed (Tri) third. Lap seven of twelve and suddenly Reed dives under both of them and builds up a small lead, and two laps later Jones pushes past Holton. Jones, Amateur to beat at Castle Rock, really put his talents to work closing on Reed and caught the "Salem Flea" by the yellow flag lap. Out of the last corner they charged, Jones down under, Reed high but with a straight shot to the flag; then here comes Jones, letting himself drift out so that there is only one path to the finish, his path, and Reed had the choice of the fence or let off. He chose the latter, Jones won, Holton third.

Foggy Finals

Fog was rolling in as the Novice bash finished so Ref. Dave Welsch called the Expert Main to the line. During the 15-lap event one could look across the track and see only grey shapes as the Experts vied, but towards the last the fog lifted somewhat and the show took on a different form. First into the corner was Harley mounted Emil Ahola, hotly pursued by T.L. Hoglan (Nor), Dan Holton (Tri), and Harold Schnitzer (Tri). Peoria third place finisher Sonny Burres lay back in seventh. Ahola charged on, showing great form throwing the Harley around and certainly enjoying himself, while in the pack Holton got by Hoglan into second and T.L. slipped further into fourth as Burres suddenly got with it passing Dave Grout (Tri) and Schnitzer then Hoglan. Holton and Burres contested each other for the remainder of the race, closing on Ahola, but it ended that way, Emil with the win.

So brings the close of another season, a thoroughly enjoyable one as the races by the Mt. St. Helens M.C. are always goodies and very seldom end in a parade type event.

(Results on page 16)

. . . from $49.95 (U-Build'um Kit) Several Models — None over $189.50! Send 25c for latest information and Free Decal. 130-page Catalog — $1.

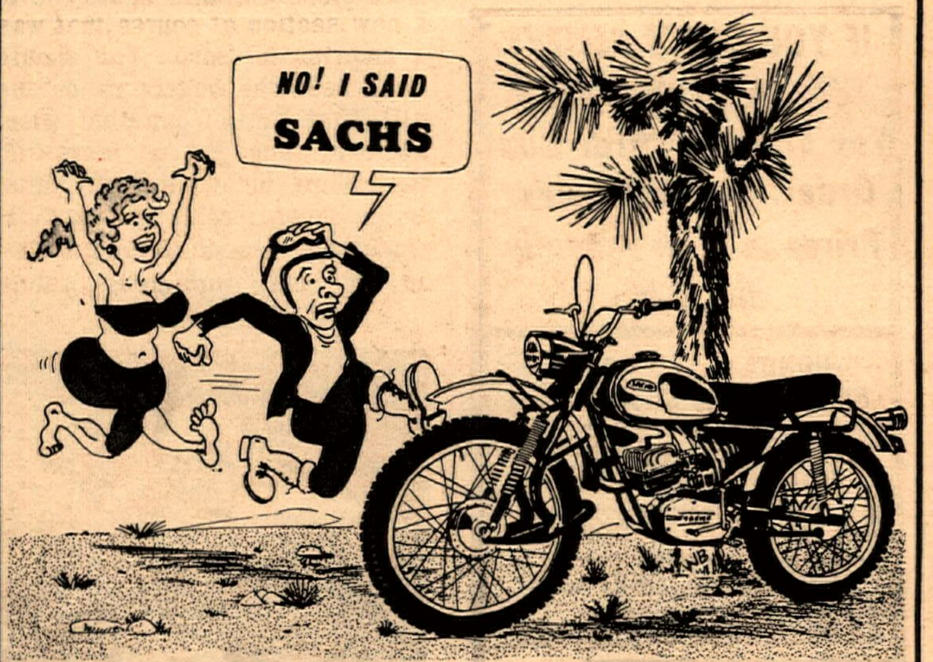
STEEN'S POWER PARTS SPORT CENTER box 2276
alhambra 55, california 91803

TRIUMPH
Walt Axthelm
Triumph-Suzuki Motors
1049 West 5th Street
Pomona, Calif. (714) 629-8642

SAVE on USED HONDA PARTS Phone TE 4-0558
Wilmington Discount Cycle Center
1505 Avalon, Wilmington, Calif.

Robert M. Law
YAMAHA
HIGHEST TRADE-IN
239 N. Anaheim Blvd. Anaheim, Cal.
Phone (714) 533-1309

SPECTATOR LIABILITY AND PARTICIPANT INSURANCE FOR TRACK OWNERS, PROMOTERS AND CLUBS – BUSINESS PACKAGES – MOTORCYCLE & AUTOMOBILE – LIFE & ACCIDENT.
S. HARRIS-PINSKY OF MICHAEL BENDER & ASSOCIATES, INC.
5225 WILSHIRE BOULEVARD, Suite 717
L.A., Calif. 90036 (213) 937-2011
BROKER INQUIRIES INVITED.



Meet the World's 'SACHSy-est' Trail Bike!

The 1969 Sachs Enduros are here in dealer showrooms . . . and they were worth waiting for. There's a lot of European styling evident in the Enduro, put there for a very important reason — **your riding pleasure.** Take the 21-inch front wheel. It makes rocks seem smaller and gives you greater control in soft dirt and sand. You don't have to be a racer to enjoy Sachs' 13 h.p., 100cc engine; and, if you **really** want hill and gulley-pulling torque, the 125 pumps out 15 h.p. That's a lot of suds for a 190-pound bike.

The Enduro K-100 GS and K-125 GS are the successors to the famous Boondocker K-80 GS which won a fantastic string of victories in most national events of the 1967-68 season. The Sachs Six-Day Trials machines distinguished themselves in the 1965, 1966 and 1967 trials with the most gold medal wins.

So what makes the Enduro "SACHSy"? The factory Six-Day Trial type frame with rugged, center steel alloy tubing combines strength with lightness. Long, 51-inch wheelbase helps handling in a big way, and Sachs' five-speed transmission gives you pulling power at any speed. You'll go a long way with the Enduro's 2.6 gallon gas tank, too.

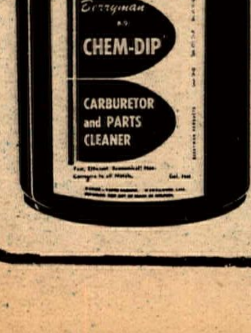
Your dealer has all the specifications. See him. When you know the facts, you'll go **Sachs!**

SACHS TRAIL BIKES

Imported by HERCULES DISTRIBUTING, LTD. 11718 Santa Monica Blvd. / Los Angeles, Calif. 90025

Serving Mississippi River West • Alaska • Hawaii • Western Canada

*Dealer Inquiries Invited Telephone 213 4786162



ANOTHER FINE PRODUCT
Distributed by
Berryman B-9 CHEM-DIP
Parts Cleaner
Contains penetrating solvents & cleaners that remove deposits on metal parts in 15 to 20 minutes without agitation. 1 to 5 gal. sizes.
Send 25¢ in stamp or coin for cat.
ARAGON DIST. CO.
223 W. CAMINO REAL, MONROVIA, CALIF. 91016 — 213-447-8342

Honda
Culver City
BSA
4421 Sepulveda 391-6217

SALES SERVICE
HOCKIES MOTORCYCLES
HODAKA YANKEE OSSA GREEVES
Complete Machine Shop Facilities
22025 So. Figueroa
Torrance, California (213) 328-1242

SALES•SERVICE
PARTS• (DEPT. CN)
BSA When you need NEW Wheels!
INSURANCE AVAILABLE
100% OR UP TO 36 MOS. FIN.
COMPLETE CYCLE MACHINE SHOP
LAWNDALE CYCLE 15324 Hawthorne Lawndale, Calif. 676 0161 SP2 1822

POWER RESEARCH & development co.
U.S. Distributor
GARDNER CARBURETOR
269 Orange Ave. Goleta. Calif. 93017

CHOPPERS Magazine
ATTENTION CUSTOM BIKE BUILDERS! Wild design ideas, building tips, incredible bikes & people, in CHOPPERS MAGAZINE 75¢ per issue from ED "Big Daddy" ROTH, Box 368, Maywood, Calif. 90270.

THE TWO-WHEELER
SUZUKI
Ready for Immediate Delivery!
867 W. Colton Ave. San Bernardino, Calif.
(714) 885-3445

Shell Thuet Guy Louis
SHELL MOTORS
YAMAHA
3365 Century Blvd. - Lynwood – NE 8-4864

ANTELOPE RAMBLERS M.C.
HARE & HOUND
September 15, 1968
1st AM. – JEFF WRIGHT
CROWELL-TUNED HODAKA
INTENSIFIED
HODAKAS by CROWELL
Order your custom set up competition HODAKA NOW!
Girling shocks – 6" Extended Front Forks
19" Front wheel – Bobby "J" Air Cleaners
Choice of Tires – Crowell Port Job
Number Plate – Skid Plate
Crowell Tuned Pipe – Fork Brace
24mm & up Carburetor
10427 Prairie, Inglewood
Phone
(213) 673-5562

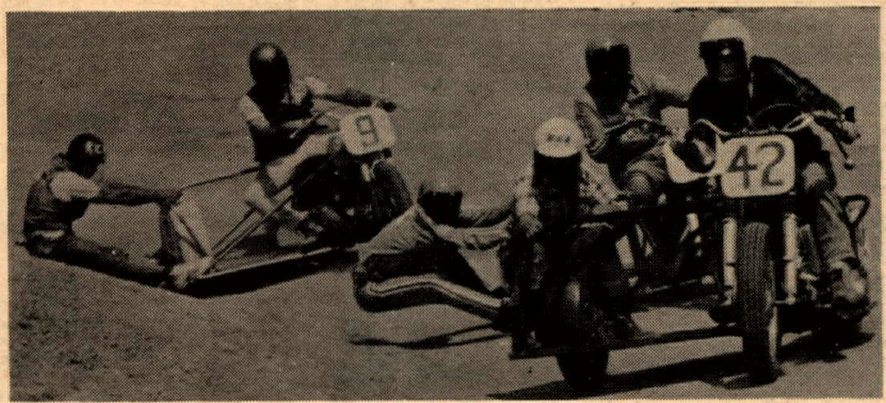
Sprague hogs show at Tijuana TT

Story and Photos by Bill Harmer

TIJUANA, Mexico, Sept. 8 – The warm Mexican sun beat down on the 5/8-mile TT course of the Autodromo de Tijuana as a predominately American group of TT racers began registering for the Tijuana Motorcycle Association's TT races. Carlos Iribe and his hard-working Mexican club were ably assisted by Earl Roloff of the Experts M.C. and several members of the Imperial Valley M.C. who manned the grid.

As a group of sidehack racers headed by Jim Moffitt of Sun Valley, vice president of the Side Hack Assoc., were on hand with enough machines to make up a class, Jim Manning volunteered to act as starter in order to keep the pilots "honest". He did a very good job too, with the exception of the first sidecar race in which he penalized bike No. 7 Dave Roesch and Mike Goodnight back to the 20-yard stripe for jumping the flag. While they were headed back to the penalty mark he dropped the flag for the rest of the field to start. The last that we heard of Jim he was trying to find a ride back to L.A.

Seriously, though, the sidehack boys sure put on a spectacular show and had the fans screaming to their feet many times during their three motos. They volunteered that the Tijuana track is the finest plant that they have performed on to date and will be back for the next race with a larger group. Team #9 on a BSA out of Casey's Cycle Repair of Pacoima, tuned by Bobbie Wells, Jim Moffitt, driving and Keno Mesecher as passenger garnered the most points to win first. Team #7 Dave Roesch, pilot and Mike Goodnight, passenger on a Harley-Davidson were second. Harley-Davidson mounted Team #42 made up of Steve Pettus at the controls and Barry Sorenson hanging on were third.



Pilot Pettis and passenger lead the hacks to the delight of TJ fans.

Sprague Storms

John Sprague of Culver City dominated the Open Expert hassle in a contest that was completely devoid of San Diego riders. It looks as though the so-called hotshoes from District 38 are afraid to lock horns with Sprague and his torrid Triumph in open combat. This is John's second clean sweep in a row at the Tijuana track and he will be difficult to unseat. The track is profitable for him too, as he won another $10 in the wheelie contest. Behind Sprague's blue Triumph, Tom Simpson on a Triumph and Jim West on a Bultaco battled it out for second with Simpson showing to best advantage.

The 100cc Expert class was easily captured by Wayne Hosaka, who borrowed a Hodaka from Novice rider Doug Maloney and handily won all three motos. The Dunn brothers, Jim and Jay, both Bridgestone-mounted, put on a very unbrotherly duel for second honors with Jim doing the better job.

STEEN'S POWER PARTS SPORT CENTER BOX 2276C ALHAMBRA CA. 91803
RICKMAN
CERIANI
HODAKA S & SS
MAGURA
FILTRON
STEEN C
SIMICHROME
TACO MINI-BIKE
SUPERGOODIES!
INFORMATION PACK - ONE DOLLAR PPD.

Mick Chiara, who has been doing very well in the 100cc Expert class on the San Diego tracks, fortook his class and rode his Hodaka in the 200cc division and gave a good account of himself by taking second place behind hard-riding Bultaco pilot, Ed Murie. Chuck Palmer on a Kawasaki captured third.

John Sprague, this time on a 250cc Bultaco, monopolized the points in the 250cc Expert fracas while his buddy, Jim West, guided his Bultaco to second place. Ward Ring has finally solved the traction problem on his Husqvarna. Riding like a pro, he captured the first moto and was leading in the second when he developed trouble and had to retire from the fray but still did well enough in the third moto to capture third place.

The 500cc race found young Wayne Clarke extending his 250cc Kawasaki to the limits to win the hotly contested event over a couple of talented riders, Bultaco-mounted Brian Stanners who narrowly beat out Husqvarna pilot, Carlos Iribe. Clarke also rode his Kawasaki to victory in the 250cc Novice main. Riding in a larger class is allowed in Mexico as long as you pay another entry fee. Kawasaki pilot Jim Grace narrowly defeated hard riding William Bartlett and his Harley Sprint for second place.

16-year-old Tim Leque, who is still getting acquainted with his new Bultaco Bandido squeaked by H-D pilot Bill Bartlett to win the Open Novice series. Ken Stafford looked impressive taking third on his Yamaha.

Roloff Overcomes

Novice rider, 12-year-old Earl Roloff Jr., didn't have a mount but he came along with his father who had promised to do the scoring for the Tijuana club. While his dad was busy registering riders, little Earl talked Expert rider Jay Dunn into letting him ride the Bridgestone in the 100cc Novice event. The boy didn't qualify in his heat race and had to run the semi in order to transfer which he barely did but with this many laps on the strange mount, he was getting the feel so with a start that found him in sixth spot for the first lap, he worked his way thru traffic taking advantage of every mistake of the boys in front until he was out in front himself then with victory assured, he made a goof on the switch back and was passed by Bob Curtis, but in a "wheel to wheel" duel around the sweeper and into the straight, Roloff was able to regain the lead and win the race by a slight margin. Hodaka mounted Bob Curtis finished ahead of talented Yamaha pilot, Sal Peluso who threatened both riders all during the race.

Johnny (37x) Sprague shows the way.

After the bikes were all packed in their trucks and trailers and ready to go home, a big Mexican style barbecue was served free to all the contestants and pit crews. There was ptotato salad, beans and hot tortillas served with the delicious "Barbacoa" and two barrels of Mexican cerveza were tapped and all hands enjoyed a social time with lots of good natured kidding among the various rivals. Everyone with whom this writer talked agreed that the Tijuana Association takes more care in looking out for the riders than any other track that they have visited and they were unanimous in declaring the finely manicured track the finest anywhere.

The next day for more fun in the Mexican Sun will be Sunday, Sept. 29 at which Sr. Iribe promises to announce the point standings of the Tijuana TT riders since the beginning of the season. So get your gear ready and come on down to T-Town.

(Results on page 16)

100cc Grand Prix coming up

By Bill Harmer

Because of the increasing popularity of the 100cc motorcycle for TT racing, and because the allotted time on most club programs is dominated by the bigger classes, The Experts Motorcycle Club of San Diego, Cal. decided to use their September racing dates at Southbay Speedway (formerly Mesa) for the exclusive use of the little machines. As enthusiasm for the event, scheduled for September 21 and 22, mounts, the Experts M.C. have gone all out, purchasing huge trophies and billing the event as the "100cc Gran Prix."

Debbie Greenlee hopes her boyfriend will win a trophy for her playroom.

Classes will be divided into four categories; Powder Puff, Novice, Amateur and Expert. With entries coming in from all over the Southwest, the event is rapidly taking on the characteristics of a championship affair. Any rider who can capture one of the elaborate, 4-foot-tall trophies can honestly lay claim to the championship of the 100cc class in which he excels.

Races will NOT be the usual 3- to 5-lap warm-ups ordinarily allotted to the little bikes, but real man-sized events that will separate the riders from the ribbon clerks. The shortest race of the meet will be the 25-lap Powder Puff bash which on the 8/10-mile Southbay TT course figures out to 20 miles. Can you hack it, girls?

Novices will go 36 miles (45 laps) and should draw the best of the first-year riders such as the "Pride of Las Vegas," 13-year-old Mike North and the "Dehesa Dynamo," Earl Roloff Jr. Amateurs will be routed over 50 laps (40 miles) and the Experts will be pitted in a rugged 56-miles (70-lap) event.

The track will be open from 11:00 a.m. Saturday for the whole day of practice and races will start at 11:00 a.m. Sunday, so no one will be able to say that they didn't have any riding time. To get to Southbay Speedway, take Interstate 5 to the Main St. turnoff, south of Chula Vista. It will be limed from there. There are no facilities for food or drinks, so bring your own, but there is ample space for overnight camping on Saturday night.

The Experts M.C. have put a lot of time and money into this day for the little bikes, and if it is successful it will be an annual affair, a kind of 100cc World Series of motorcycle racing. For further information or application blanks write to Experts M.C., 215 Paden Dr., Spring Valley, Calif. 92077.

Since starting positions are decided by the time of receipt of entries, don't wait any longer or you'll have that much more traffic to negotiate before you can get that hot little hundred of yours out in front. It will be a day of festive fun for everyone and whether you take home one of the coveted Gran Prix trophies or not, you can say that you competed in the Southwest's only Championship race for motorcycles of 100cc displacement. See you there.

BUL LOBITO SCRAMBLER TEST

Story & Photos by Bill Pettigrew

A ready to go 100cc scrambler with all the goodies for under $500.00? yes, Mr. Bulto of Bultaco has done it again! The Lobito scrambler comes with front forks that deliver approximately 4 and 1/2 inches of travel, adjustable rear shocks, upswept pipe, 24mm IRZ carburetor, 9 inches of ground clearance, and an engine thats rated at 14.5 bhp at 9000 rpm.

The Little Wolf's engine started life a few years ago as a 175cc rig, was then decreased to a 125cc, and then back up to an honest 250cc. The engine that is now used in the Lobito, incorporates the same transmission shafts and gears that are in the 125cc and 200cc Sherpa scramblers. This should prove to be an almost indestructible transmission for the 100cc Lobito. The crankshaft main bearings, engine cases, and gearbox support bearings are also the same as its big brothers. The silicon alloy piston is a great improvement from the trail and street version of the Lobito.

Without checking the tightness of any bolts or nuts, we proceeded to take our brand new test bike through its paces out in the California desert after approximately two hours of fairly easy and enjoyable riding we neglected to report that the front fender had fallen off without even noticing it until our return to camp. This was most certainly our oversight as we should have checked the bike over before taking off. The fenders are beautiful polished jobs that do the job of keeping unwanted dirt or mud off the engine and the back and face of the rider.

After a cold night out in the desert the little Lobito started to life with just one kick after the customary prodding of the carb. Although the stock machine was found to be a little high geared, all it takes is a little more buzzing to get off in first gear than is normally used. The Lobito can pull a ridiculously low gear without any difficulty. The spring loaded footrests were a welcome feature and worked extremely well. The seat has a full three inches of foam padding and this was also found to be a welcome feature and it worked well too!

The only thing that we could find on the Lobito that worked against itself was the rubber that was supplied on the stock bike. The very skinny 2.75x17 front tire is next to useless, but with the potential of the rest of the machine, this is just a minor change that the prospective buyer could have his dealer change. The rear tire is a 3.25x16 and this should be changed too. At least a 17-inch rim and a 3.50 tire should be stock items.

With the number of miles that we put on our test bike we must state that the engine and transmission worked beautifully all through the test and these were break-in miles at that.

With the potential hop-up procedures that are possible on the Little Wolf it could be an extremely hard machine to catch in its class and most assuredly should be reliable. At a price that is very close to that of most of the strictly trailbike machines available this makes the Lobito K100 Scrambler a very good investment.

Dealer & Services Directory

RATES: $75 per year (50 issues) for each single business listing, payable in advance.

ARIZONA

PHOENIX

BUDDY STUBBS – ARIZONA H-D. Serving all of Ariz. Complete stock of everything for H-D. Four factory-trained mechanics. Open 9-6 Tues.-Sat. 2507 E. Mc Dowell Rd., Phoenix 85008. Tel: (602) 275-7677.

CALIFORNIA

ALHAMBRA

STEEN'S Inc. 1635 W. Valley Blvd. (213) 289-4351 Wholesale and Retail Ceriani Forks and Rear Suspension, Rickman Metisse Kits, Magura Levers, Filtron Air Cleaners, Taco Mini-Bikes, Hodaka SS Dirt Bikes. "The Home of SUPERGOODIES" 8:30-5:30 Mon.-Fri., 8:30-2:00 Sat.

ANAHEIM

ROBERT M. LAW M/C SALES & SVC. 239 N. Anaheim Blvd., Anaheim. (714) 533-1309. "We specialize in after-sales service." Triumph, Yamaha, Greeves.

NORM REEVES ANAHEIM, 224 N. Anaheim Blvd. (714) 535-3647. Orange County's biggest m/c dealer. Honda, Bul., BSA, Hod., Moto Beta & Kawa. Complete parts and service.

BELLFLOWER

BELLFLOWER M/C SHOP, INC., 9135 E. Compton Blvd. (2 Blks. E. of Lakewood) Bellflower, 925-5093. "We emphasize service." Tri., Yam., Mon.

PAUL'S HARLEY-DAVIDSON-16211 S. Lakewood Blvd., Bellflower. Tel. ME 4-1222. Paul Lass. Large selec. of new & used motorcycles. Write for mail order parts new or used.

BURBANK

ROEHR BROS. Inc. (Sports Life) 317 N. Victory Blvd., Burbank 842-4847 or 849-4921 Nat. recognized "5" port mod., exclusive front fork design. Send $1.00 for new '68 Cat. Yam., Mon., Hod., Kawa., Moto Guzzi, M/B, Bonanza. Mon. & Fri. 9-9 Tues.-Thurs. 9-6.

CANOGA PARK

INTERNATIONAL M/C CO. 7233 Canoga Ave., Canoga Park. (213) 346-3700. 100's of used parts. Cyl. rebors. Tri., Yam., Hod., Moto-Beta.

CITY OF INDUSTRY

HONDA HORSEPOWER Engine building and speed modifications. Porting and polishing, expert crank rebuilding, high performance cams, big bore and stroker kits, etc. For free brochure send self-addressed stamped envelope to MOTORCYCLE SPECIALTIES COMPANY, 926 Alleron, City of Industry, Cal. 91744 or call (213) 330-3617.

COMPTON

CUSTOM CITY SPORTS CENTER Sales & Svc. Yam., Mini-bikes, Totegotes, m/c trailers, cust. acces. See us before you deal, buy, sell, trade. 15721 S. Atlantic, Compton, 635-8058.

JACK SIMMONS Motorcycle sales & service. Norton, Suzuki, Ducati, Matchless. Service our specialty – complete machine shop, speed tuning & heliarc welding. Open 6 days, Mon. through Fri. 9 a.m.-9 p.m. 15514 So. Atlantic, Compton, Calif. Phone (213) 639-2777.

CORONA

FLOYD BURK dba CORONA M/C CENTER. We have Honda, Triumph, BMW, Greeves & Hodaka. Centrally located for Orange & Riverside Counties. Open 6 days. Half-mile N. of Riverside Fwy. 620 N. Main at River Road (714) 735-5600.

CULVER CITY

HONDA CULVER CITY – Honda, BSA, Hodaka. Sales, service, parts. 29 years of motorcycle exper. 4421 Sepulveda: (1 blk off S.D. Fwy.) 391-6217. Daily 9–6:30. Sun. 12–4:00. Spec. in Hodaka Hop-Up.

TED EVANS Motorcycle Sales and Service. Complete line of accessories for Triumph, Yamaha and Bultaco. Street and speed tuning our specialty. Open daily 9 to 5, Sat. 8 to 5, closed Sun. & Mon. 13347 W. Washington Blvd. (213) 390-3406.

DOWNEY

NORM REEVES DOWNEY Honda, BSA, BMW, Bul, Moto Beta, Hod., Kawa. Largest selection of new and used m/cs anywhere. Mod. parts & service dept. "We trade for anything of value." 9536 E. Firestone Blvd. (213) 869-0600.

GARDENA

CB MOTORS – Bultaco sales. We svc. all makes. Villiers spares. Trail, street or sports; we fill the bill. Charlie Hockie & Bill Thorwaldson. 1149 W. El Segundo Blvd., Gardena. (213) 756-1669.

HONDA OF GARDENA, 15515 S. Western Ave., Gardena. Ph: 770-0603 or 323-8314. Begin. private train. course, free riding inst. Come in or call for full info.

GLENDALE

HONDA OF GLENDALE "Where you meet the nicest people." Large stock of parts. Finest mech. & courteous personnel. Also Kawa. & BMW. Sure would like to meet you at 905 E. Colorado St. in Glendale, just across from Bob's Big Boy. (213) 246-2461.

HUNTINGTON BEACH

BOB WILSHIRE HONDA, 17091 Beach Blvd., Huntington Beach, Calif. 92247. Tel. (714) 842-5531. Orange County's newest Honda dealer. Sales, service and parts. Bank financing. Open 7–7 Tues. thru Sat., Sunday 10–6. Closed Mondays. Mechanic needed.

INGLEWOOD

CROWELL CYCLE SHOP, 10427 Prairie Ave., Inglewood. OR 3-9573. Match., Hod., Bul. Complete parts and Svc. for all makes. Open 6 days 9–7.

HARLEY-DAVIDSON OF INGLEWOOD 901 N. LaBrea Blvd. Authorized H–D dealer for Inglewood area. Specializing in Road riders access. & parts for all models. Full equipped service dept. with fact. trained mechs. Open Tues.–Sat. 9–6. 671–7609.

MOTO BETA for the South Bay area. Inglewood Kart Shop – 1307 N. La Brea–Inglewood – 678-6811, 2-cycle modifications, heli-arc welding, mini-bike and go karts. Sales & service. Complete engine work. Open Tues.-Sat.

ONE STOP CYCLE SHOPPING – Authorized dlr. for Hon., Tri., Gre., BMW. Sales, Svc. parts & Ins. Bill Krause Honda–Triumph, 1257 S. La Brea Blvd., Inglewood. 678-5035. "The M/C Dept. Store."

BILL KRAUSE HONDA-TRI. Also authorized dealer for Yam. BMW, Gre. & Zundapp. Sales, service parts & Ins. 1257 S. La Brea Blvd., Inglewood, 678-5035 or 671-0407 "The M/C Dept. Store".

LAWNDALE

LAWNDALE CYCLE – Suz., BSA, Velocette, Ducati. "Best dealer in town" Speedy 1–day service is our standard. 15324 Hawthorne Blvd. Telephone: SP 2-1822 - 676-0161.

LONG BEACH

DALE BROWN M/C's, 2441 Long Beach Blvd., Long Beach, 427–8941. Suzuki, Bultaco, Norton, Ducati, Mustang. Complete parts, accessories, and service. M/C insurance. Financing. Ask about our discount club. Watch for our monthly specials!

HARLEY-DAVIDSON OF LONG BEACH 3654 Long Beach Blvd., 426–7101. H–D dealer for Long Beach area. Full line of parts & acces. for both Road & Comp. riders. Top quality service, fully equipped svc. dept. Open Tues.–Fri. 8–6, Sat. til 5.

JOE KOONS SALES & SERVICE – BSA, BMW, Suz. and Vespa. Full parts & acces. for all makes. Large qual. service dept. fully staffed with trained mech. Bring in your bike and see what we can do. 1350 E. Anaheim, Long Beach, 591–7159 open Mon. thru Sat. 8–6.

LONG BEACH YAMAHA, Yam. Dealer for Long Beach area. We service all. Open 6 days 9–6:30 in Long Beach, 3580 E. Pacific Coast Hwy. (213) 433-9987.

LONG BEACH TRIUMPH SALES, 624 W. Pacific Coast Hwy., Long Beach 436-0158. "Best service available, specializing in tune-ups." Tri., Kaw., Maico & Duc.

LOS ANGELES

HARLEY-DAVIDSON IN LOS ANGELES (Rich Budelier Co.) 2531 S. Main Street, L.A. RI 9-6235. "Largest H-D service and parts headquarters in U.S.A." Call for pickup or delivery service.

MONTEBELLO

STEVE HURD MOTORCYCLES – Kawa. BMW, Match., Nor., Gre., Duc., Mon., Hod. Matchless parts galore. Service & parts for what we sell. 1405 Olympic Blvd., Montebello (213) 724–0466.

MONTEREY PARK

ED KRETZ & SON CYCLE SHOP, 417 E. Garvey Ave., Monterey Park. AT 0-8244. Tri., Hon., BMW and Suz. Complete parts & service. Expert tuning & mech. work.

NORWALK

JENKINS SPORTS CENTER – "The Extra Service Dealer." Specializing in Yamaha exclusively. Complete Service. Parts, Sales. Open 9–6 every day except Sunday. "Home of The Hi-Jinx Family Motorcycle Club." 13200 San Antonio, at the Santa Ana Frwy., Norwalk. Phone: 868–9997.

PACOIMA

CASEY'S CYCLE REPAIR – BSA –Bul., Hodaka, Svc. for most. Compl. machine shop. Open Tues. thru Sat. 9–6. 10249 San Fernando Rd., Pacoima. 896–1046.

PARAMOUNT

NORM REEVES PARAMOUNT, Hon., BSA, BMW, Bul., Hod., Moto Beta & Kawa. L.A. area's BIGGEST dealer. Mail order parts department. Huge service dept. 15745 Lakewood Blvd., call ME 0-4313.

PASADENA

S.E. CHUBBUCK H–D SALES – Home of the Road Riders. "We Specialize in Personalized Service." 1361 E. Walnut St., Pasadena. (213) SY 2–1300.

POMONA

HARLEY–DAVIDSON OF POMONA–1241 W. Holt Blvd. Phone (213) 332–0616 or (714) 622–5417. Authorized Harley–Davidson dlr. for Pomona. Full line of parts & acces. Quality service in a fully equipt. service dept.

REDDING

NORBERG'S MOTOR CENTER, 2056 Eureka Way, Redding, Calif. 96001. (916) 243–4660. Mon.–Fri. 8:30 to 5:30. Sat. 8:30 to 5:00. Yamaha Motorcycles and Datsun autos. Race Tuning, custom parts & accessories, boring, machining, milling heads. M/C insurance, available. "ONE STOP CYCLE SHOP."

RIVERSIDE

SKIP FORDYCE MOTORCYCLE CENTER. "We've been told it's one of America's most complete and modern facilities". Shop the Big Store and SAVE – where the bargains are. In the middle of Main Street at at 14th. Riverside (714) 684–4747.

If your shop isn't listed here

it must not be there!

So . . . let's let them know.

SAN BERNARDINO

THE TWO WHEELER – Triumph, Suzuki, Bultaco. Home of Champions. Full parts. Service and Access. One block west of Inland Center, 867 W. Colton Ave., San Bernardino. Phone TU 5–3445.

SAN DIEGO

GUY URQUHART–Triumph, Yamaha-sales. Triumph, Yamaha & Cushman parts– 1 day mail order service. 1041 Columbia St., San Diego, Calif. 92101.

SAN FRANCISCO

PACIFIC HONDA – Montesa "No. Cal. Hq. for the Spanish m/c of International prestige." Featuring Pacific TT spec. svc.–parts–access. & Tech. competition tuning available. Mon.–Sat. 9–7. Pacific Honda, 630 Palmetto, Pacifica, Calif. 359–0167.

JUST SEND IN YOUR LISTING with check for $75 and we'll do the rest.

DUDLEY PERKINS CO. H–D M/Cs. Sales, svc., exp. repair. of all makes, genuine H–D parts. "We ship anywhere via mail order." Servicemen and all m/c enthusiasts welcome. 655 Ellis St., San Francisco. Telephone: PRospect 5–5323.

SAN JOSE

WHEN TRAVELING NEAR SAN JOSE, STOP & VISIT SAM SR. & SAM JR. Complete parts and all for H–D models. Fine svc. dept. Visitors welcome. Sam Arena, H–D Products, 2921 Monterey Rd., San Jose. 227–0123.

SANTA ANA

ROY'S M/C SHOP, 12461 Westminster, Santa Ana. "Orange County's oldest established Honda dealer." Honda, Triumph, Kawasaki. (714) 531–0742.

ORANGE COUNTY CYCLE – Orange county's most complete Yamaha and Bultaco center. Complete parts and service all makes. 205 N. Harbor Blvd., Santa Ana, Cal. Phone (714) 531-9984 or 531-9303 under new ownership. Drop in and see Bob Maynard.

IRV SEAVER M/C – BSA, BMW, Suzuki, Ossa, Cushman trucks. 2402 N. Main, Santa Ana. (714) 542–8691.

SEPULVEDA

MISSION HILLS M/C Sales & Ser. 8730 Sepulveda. BSA & Duc. "We stock the spares for what we sell." 785-4289.

SHERMAN OAKS

BUD EKINS M/Cs in Sherman Oaks, Triumph-Honda-Jawa-C-Z-Eso-Hodaka-Rickman Metisse-Cheney, open Tues. through Sat. 10:00 am-7:00 pm, closed Sun. and Monday, 14460 Ventura Blvd., Sherman Oaks, Cal. (213) 768-2251 or (213) 872-2110.

TEMPLE CITY

HONDA OF TEMPLE CITY, 9228 E. Las Tunas, Temple City. AT 2-5949. Hon. & Gre. for Northeast area. Parts galore and svc. too. Show room open Mon.–Sat. 9–6. Shop open Tues.–Sat. 9–6.

TORRANCE

HOCKIES MOTORCYCLES – Sales & svc. 22025 S. Figueroa St., Torrance. Harbor Fwy. – Carson St. turnoff. (213) 328-1242. Gre., Yankee, Ossa, Hod. Also used bikes. Best parts supply in town. We service what we sell. Complete mach. shop – Exp. tuning & mech. work. Hours: 10–7. Closed Sun. & Mon.

MARTY'S FOREIGN MOTORS BMW – MOTO-GUZZI Sales–Service–Parts–Accessories. Club Members welcome! 1730 W. Carson St. (at Western) TORRANCE. 1 mile So. of San Diego Fwy. Tel: 320–7040 Svc. Hrs. 8-5.

TUJUNGA

CRESCENTA VALLEY SPORT CYCLES. 7139 Foothill Blvd., Tujunga, Calif. 91042. 352–5917. Yam., Hod., Kaw., Sales & Svc., speed equipt., complete insurance, 100% financing.

WEST LOS ANGELES

HAPCO MOTORS – Hon., Hod., Kaw. Sales–Service–Parts–Ins.–Rentals. Porting for all 4-stroke brands. Our reputation is built on Service. 11637 Pico Blvd., W. L.A. GR 8–0984. Open 7 days – 8:30–7.

PETE JOSEPH'S HOUSE OF YAMAHA – BSA, BMW. Bultaco, Yamaha sales, service & parts. No down payment. O.A.C. Open Mon. thru Sat. 8:30–5:30. "Where the stars buy their 2-wheel cars." 11975 Santa Monica Blvd., 1 mile West of S. Diego Fwy. Call GR 3-6717 for pickup and delivery service.

TED'S Imports – Tri. Sales & Service. Competition desert bikes ready–to–win in stock. "We will take cars in trade." 11726 Santa Monica Blvd., W. Los Angeles, GR 3–1101 – open 7 days.

WHITTIER

WHITTIER HARLEY–DAVIDSON full line new and used motorcycles parts & service dept. Lots of conversation while we serve you and free coffee. Open Mon.–Sat.

WOODLAND HILLS

KOLBE CYCLE SHOP 22420 Del Valle, Woodland Hills. DI 8–7865. Your friendly neighborhood dealer for BSA, Honda & Bultaco. Complete parts and service dept.

NORTH AMERICAN CONTINENT

AKRONT ALLOY RIMS AND STAINLESS STEEL SPOKES. Free literature upon request. North American Imports, Post Office Box 621, Garden Grove, California 92642. Phone: 714–534–6390.

NEVADA

LAS VEGAS

SIMPSON MOTORCYCLE Sales & Serv., Hodaka, Jawa, Rex, C–Z, Bultaco. Complete sales & serv. dept. Full line of parts & acces. 1026 S. 1st St., Las Vegas, Nev. 1 blk. E. of Main. PHONE: (702) 382–4282.

WASHINGTON

SEATTLE

BUDSCHAT MOTORCYCLES – Ducati, Hodaka, Moto Guzzi, Norton. Parts – Accessories – Service. Northwest's Largest Stock of Parts. Mail Order Service. Hours: Week Days 10–6:30 Sat. 10–4:00. 17002 Aurora Ave., Seattle, Wash. 98133. Ph: (206) LI 6–2070.

M/C's & PARTS

JIM'S CYCLE SHOP "Used parts Hdq. in the west." We buy and sell used motorcycle parts, cust. tanks and wheels. Chrome exch. Used M/C's. Sales and Repairs. Batteries and tires. 15 years same location. 11155 Atlantic Ave., Lynwood. NE 2–4298.

INSURANCE

"THE MOTORCYCLE INSURANCE WRITER" since 1937. Fire, theft, comp., P.D. & B.I. individual motorcycle insurance and Dealer insurance. JOHN MAYNARD INSURANCE, 3447 Motor Ave., Los Angeles, Calif. 836–5211.

LEATHER APPAREL

CUSTOM MADE motorcycle apparel. Number changes, alterations and zippers replaced. Clarice Amberg, ABC Custom Leathers, 9840 S. Atlantic Ave., South Gate, Calif. 90280. Phone: (213) 564–7150. Open 8 a.m. to 4:30 p.m. Mon. thru Fri. By appointment only Saturday. Evening appointments available.

SERVICES

BARNEY'S MACHINE SHOP 15745 Lakewood Blvd., Paramount. 634–3545. Cylinder boring. We make anything. Lowest prices. Valves, Manifolds, fork braces, skid plates. Valve seats installed. Fork tubes any length.

BROWN FAIRING COMPANY – Specializing in Custom Fairings, Tanks, and Seats. J.O. Brown, 13041 Palomar Way, Santa Ana, Calif. 92705. (714) 633–1627. Custom repair on all fiberglass components.

FLORENTINE'S CUSTOM WELDING – Gas, arc, heliarc, primary crankcase, gas and oil tank repair, steel and alloy weld. 3059 Verdugo Rd., Los Angeles 90065. Phone: 221–1579 or 242–9182.

HERB LITCH MACHINE SHOP at Long Beach Honda. Specializing in • Boring Sleeving • Valve Grinding • Seat Grinding • Valve Seats • Head Porting • Head & Cylinder Surfacing • The Only Genuine Litch Guides & Collars • Bored Cylinder Exchange On Hondas • Free Pick Up & Delivery • Fast Service, 423–1433, 5105 Atlantic, Long Beach.

JACK O'BRIEN PAINTING...Cust. tank & helmet paint, fiberglass work, compl. wreck rebuild, wheel lacing & fork straightening, tire hardening. Free pickup and delivery to dealers. 1599 Santa Monica, Santa Monica, 451-4317 Open 6 days 8–6.

MOTORCYCLE SERVICE CENTER. Bul.–Hod. We service all m/cs. Complete mach. shop for custom work. 220 E. Huntington Dr., Monrovia. Open 6 days 8–6. Ned Fergus, Gary Griffin 357–2274.

STEEN'S Inc. 1635 W. Valley Blvd., Alhambra. Hi-Performance Hodaka Service: Forks extended to 5-inch travel, 90cc cases bored for 100cc cylinder, 90cc cases machined for 5-speed cogs, boring and porting. Complete Ceriani suspension parts and service. 8:30–5:30 Mon.-Fri., 8:30–2:00 Sat. (213) 289-4351.

DEALERS: Customers keep coming back for Cycle News! TO ORDER the newspaper for your store, call Cycle News Circulation Manager (213) 423-0431 (both display and Outside vending Racks now available).

$ WANT ADS $

'65 NORTON ATLAS. Button tuck seat, extra chrome, Hepolite pistons, immaculate condition. Consider transportation car as part payment $750.00 or offer – phone (213) 326-8556.

36A 250 SQUARE BARREL engine unit complete, good condition, will strip for serious buyer $150 or trade for trail bike – desert or scrambles (213) 428-6397.

SELL SET 36A clutch plates, 5 way shocks, new. (213) 428-6397.

RICHARD CHASE
Happy Birthday!

STREET OR SHOW BIKE
'65 Royal Enfield 750cc TT interceptor. Custom paint, new tires, loaded with chrome, extras. Contest winner 4$995.00 (213) 396-6737.

'68 LOBITO K, low mi., extras, 14-1/2 hp, $395 or trade for recent street legal Sprint H or Cub. (714) 548-2824.

1967 – 650 BSA TT Bike, Ascot ready – Call Robbie Wells (213) 353-5649 eves.

1964 250cc YAMAHA Ascot scrambler, $200.00. (213) 353-0162.

YAMAHA DT-1 Enduro, extras $700.00 or make offer. Drafted, call (213) 375-6137.

1965 HONDA S-90, 2,500 miles $175.00 evenings (213) 781-2016.

'66 GREEVES Ceriani front end, new motor, cherrie, paint job $550.00. Dennis Keefe, 37417 Sumac St., Palmdale, Cal.

MANUFACTURING REPRESENTATIVE
For Northern Calif. area. Set up and service new dealerships for rapidly growing Broncco Mini-Cycle and Garelli M/C and related acces. Good opportunity for advancement. Write or phone: Engine Specialties, Inc., P.O. Box 600, Belmont, Calif. 94002. Phone: (415) 593-7691.

BULTACO REPAIR & HOP UP MANUAL
Covers all models, including 360cc, discuss porting port alignment, 5 porting 7 porting, reed plates, cutting pistions, timing by light, general tune up, shifting problems and remedy, Clutch heat treating, glass peening, etc. Send $3.00 to: Morgan Engineering P.O. Box 2774 Fullerton, Ca. 92633

HARLEY-DAVIDSON Flattracker KR-45 many extras–etc. Ready to go 1/2 mile and mile. (805) 962-3846. Retiring.

LEADING CYCLE DEALER NEEDS HELP!
Immediate opening with leading m/c dealer for parts man, mechanics, salesmen, etc. Excellent pay & co. benefits. Diversified Co. – you learn three business in one job. Clean, smog free area. Thrifty Lad Honda, 2411 Lincoln, Santa Monica, Cal. 90405.

GREEVES
Just arrived 250's – 360's. Nicholson Motors, 11573 Van Owen St., North Hollywood, Cal. (213) 764-8674.

TERRIFIC BUSINESS OPPORTUNITY
Motorscooters, mini-bikes and motorcycles. Going business, must sell, doctor's orders. Scooterville, P.O. Box N, c/o Cycle News, P.O. Box 698, Long Beach, Calif. 90805.

TRIUMPH 500– completely desert ready, new clutch, pistons, tires, suspension and pipes $400. Bultaco, 66 Sherpa and Metisse; both immaculate $450 each. Spare Bul. wheels. (213) 397-3925.

HUSKY 250 FOR TRIALS BIKE
Sell or trade for Greeves Anglian Trials (213) 759-4161.

66 GREEVES MX2 in excellent shape, Cerianis on rear, many extras. (213) 545-3326.

68-1/2 PUR SANG – 2 mo. old, 21" front wheel, many extras $695. (213) 545-3326.

HONDA Super 90 dirt. Just rebuilt, extras $225.00. (eves.) (213) 371-7094.

1968 "360" BULTACO
For Sale: Ideal for desert and motocross. Complete with two pipes and 2 sets of bars $875.00. Call (213) 665-1051.

TRADE FOR VW
1967 Bultaco Lobito 100cc street for VW. (213) 896-7608.

'67 MONTESA LaCross. Engine like new, new knobbies, Filtron, compression release, spares, only 8 TT's. 120 Montwood, Apt. 4, La Habra. Ph: (714) 871-2718 – $475 firm.

'66-1/2 BULTACO PurSang – new barrel piston and expansion chamber $150.00. Will trade for same moto-x parts. (707) 839-1930, (707) 443-2454 – 1066 Vernon St., Eureka, Calif. 95501.

STOLEN
Engine and trans to '66 Yamaha 250 scrambler. Make offer on bike. (213) 665-0667.

TRADE Yamaha TD1, immaculate new Goodyears. For 250 Moto-X, lightweight roadracer or big bore street machine. (213) 886-9432.

'67 DATSUN Pickup, air cond., 35,000 miles $1250.00. (714) 735-5479.

PENTON
Orange County Cycle, 205 N. Harbor, Santa Ana, Calif.

PARTS MAN WANTED – Top wages and working conditions. Must be experienced & reliable. 5 day week. Call (213) 473-6717.

ADD 10 H.P. TO MONTESA
Scorpion, high compression head, aluminum flywheel with magneto lighting output, expansion chamber $75.00. Newhall. (805) 259-5348.

PARTY INTERESTED in purchasing a motorcycle dealership in Los Angeles area. Call (213) 638-9514 or (213) 635-6923.

FREE SAMPLE: British magazine; Detailed photos, illustrating repairing, preventative maintenance, tuning, touring, competing, customizing, all European, Japanese cycles. MOTORCYCLE MECHANICS, 3388 Modoc, Kerman, Calif. 93630.

TWO CYCLES RUN FASTER, LONGER ON NPG
No carbon, no fouled plugs, prevents seizures. The smokeless synthetic lubricant. NPG, P.O. Box 2037, Mission Viejo, Ca., (714) 830-1290 or C-B Motors (213) 756-1669.

CYCLE TOW Motorcycle Trailers – By Aragon, 223 W. Camino Real, Monrovia, Calif. (213) 447-8342.

1966 B.S.A. VICTOR set for dirt, parts for street, recent overhaul, good shape $550.00. (714) 526-5791.

66' YAMAHA twin 250cc scram. desert ready, comp. release and $200.00 Gyt-kit for competition $475.00. (714) 827-9821 Cypress.

SALESMAN
3 – great lines, Suzuki, BSA, and Bultaco. Commission & guarantee. Experienced only. (213) 845-3778 or (213) 849-7295.

'65 TRIUMPH 500cc, excellent condition. Desert – extras, make offer. (213) 966-6016.

64 MONTESA Diablo, very good condition $350.00. (714) 599-1011 La Verne, Calif.

FOR SALE: Cherry 350 Bandido. Comp. release, skid plate, desert seat, steel rear fender, custom bars, The hot set up $875.00. Call (714) 735-4641.

1965 HONDA 65 excellent condition, make offer. (714) 593-5666 Claremont, Calif.

'65 TR-6 650 DESERT bike, new Ceriani's & tires, sprocket, high pipe, Bates seat, engine strong, many extras $850. Must see. 1574 La Corta, Lemon Grove, Calif. (714) 465-8454.

67' MONTESA LaCross 250cc. Very good condition, fast $495.00. Also 65' Montesa 175cc dirt $295.00. Must sell fast. Call Neal (408) 371-0572 Los Gatos, Calif.

TRADE: 58' Corvette convertible for a van type truck. Call Neal (408) 371-0572 Los Gatos, Calif.

UNITED MOTORCYCLE ENTHUSIASTS
Speaks for YOU. Wherever your rights are involved. All it takes is $5.00 to JOIN U.M.E. Box 1154, Reseda, Calif. 91335.

BSA MECHANIC
Top wages, uniform, paid vacation, 5 day week. (213) 845-3778 or (213) 849-7295.

"BETTER SEE BERT"

HONDA MECHANIC NEEDED
Experience on Honda BSA preferred. Contact Paul. Kolbe Cycle, 7514 Reseda, Reseda, Calif. (213) 345-7616.

BOOK: "HOW TO RIDE & WIN"
Expert riders in American sports competition tell the techniques of track and trail. Chuck "Feets" Minert on TT-Scrambles, Bud Ekins on Moto-Cross. East Coast's Don Pink tells how to ride Enduros and woods. John McLaughlin on Grand Prix Scrambles. Helpful tips on setup of motorcycles, cards & licenses and mucho more. Hardbound. $4. postpaid. Send check or money order to -- How to Ride & Win. c/o C&S Publishing Co., Box 498, Long Beach, Calif. 90801.

2 EXPERIENCED H-D Mechanics. H-D of L.B., 3654 Long Beach Blvd., (213) 426-7101.

FREE CATALOG – Motorcycle Parts & Accessories, Books, Clothes, etc: California Cycle Supply, P.O. Box 192, Fairbury, Ill. 61739. Phone: (815) 692-3769.

BULTACO
Orange County Cycle, 205 N. Harbor, Santa Ana, Calif.

FOR SALE: '67 Greeves Challenger MX3B, springer forks, Ceriani rears, new front suspension, plus 2 new tires. $600.00 (213) 448-1491.

1968 KAWASAKI 350cc; only 1500 miles, $650 or take payments. (714) 233-9810.

WANTED – Van Tech, Metralla or TSS less engine. Also X6 engine. Sell Triumph and Norton forks, Yamaha YL2 magneto, Gyt carbs and expansion chamber and engine. (213) 823-1502.

67 BSA 650 THUNDERBOLT
Full dress with fairing & bags, show room fresh, cost $1500, sac. $850. (213) 866-5717.

1968 BULTACO El Bandido, like new, only $900. Welty's M/C, 21114 Devonshire, Chatsworth, Calif. (213) 341-3840.

ARE YOU READY for the Europeans? 1–left 360 CZ single pipe, also good stock of used CZs. Walt Axthelm's Triumph–Suzuki Motors, phone: (714) 629-8642.

FOR SALE 350cc Honda, TT Scrambles. See to appreciate $550.00. Call, after 6:00 p.m. (213) 353-5649 or days (213) 793-5153.

'67 BSA TT SPECIAL $750.00 – Call after 6:00 p.m. (213) 353-5649 or days (213) 793-5153.

1968 BULTACO Matador Mark III. 4 months old, like new, 21" front wheel, compression release & 68 lic. plate $700.00. Don (714) 495-5525.

1964 TRIUMPH – 500cc, rebuilt engine and gearbox, fibreglass tank, custom seat $700.00 or trade for good running chopper – (714) 529-7324 Brea, Calif.

25% SAVINGS ON INSURANCE
Dealer garage liability 15% savings on Dealer's bonds. JOHN W. MAYNARD INSURANCE, 3447 Motor Ave., Los Angeles, Calif. Phone: 836-5211.

MECHANIC WANTED
Experience only, top wages, benefits, 5 day week. Berts Motorcycles, 915 W. Foothill blvd., Azusa, Calif. (213) 334-1288.

HUSQVARNA PENTON DEALER
For the So. Bay area is Scuderia, 1634 Pier Ave., Redondo Beach, Calif. (213) 376-5095.

ANNOUNCEMENT
JOHN DI SIMONE FORMERLY OF Culver City Honda is now selling motorcycles for Norm Reeves, Paramount. (213) 630-4313 9 to 9 daily.

'65 305 SUPER HAWK dirt bike, new dirt tires, extended swinging arm, ex. con. '68 lic. $340 or offer. Also H-D spring front end $35. Other Harley parts 422-2120 after 4:30.

RICKMAN-METISSE HANDLEBARS
Street, racing, scrambles, sole U.S. Importer's Dist. House of Suzuki-Triumph, 16112 Harbor Blvd., Fountain Valley, Calif. 92708.

MECHANIC WANTED
Experienced only, Yamaha, BSA, BMW. Call Harry at (213) 793-5153.

WIRE WHEEL MAN
Want top man only. Call Harry at (213) 793-5153.

Name ....

Address ....

City .... **State** ....

PLEASE PRINT – AD HERE

$1 & $2

Ten Words – $1
Twenty Five words – $2
Headline in BOLD TYPE $1 extra
Picture $3 extra
Extra word – 10¢ each
COMMERCIAL ADVERTISERS RATE
Ten words $2.00
Twenty five words $4.00
Bold Line $2.00
Photo ..... $6.00 (YOUR PHOTO)
Extra word – 20¢ each

FREE ADS (10 words maximum)
If you have something to give away

ENCLOSE CURRENCY MAIL TO: CYCLE NEWS, P.O. BOX 498, LONG BEACH, CALIF. 90801 (Include area code with phone number.)

WANT ADS

HONDA 305 race ready, extended travel forks, fork brace, girling shocks, Barnett clutch, geared, 18" rear wheel, good tires, just bored, new pistons, rings, lots of spare parts $450.00. (213) 324-5385.

'63 BSA COMPLETELY custom, lots of chrome, custom frame, "Hot" 650cc engine, new tires, battery, clutch, seat, and carb. Must sacrifice for $750.00. (213) 325-5764.

1967 238cc KAWASAKI single exlnt. cond. & dirt bike 2-1/2 gal. tank, Hodaka seat, Roehrs exp. chamber, extra parts for engine, extra gearing, dependable. Call 899-1414 Aleta, Calif.

HODAKA, Dikes piston, Ceriani rear, five ported, Barnett clutch, 24mm carb, Filtron, two plug head, Reynolds chain, Q.T. throttle, very fast, tuned by Eric Jenson $425.00 (much more). (213) 257-9140.

TRADE: 50 or 54 Tooth rear sprocket for 60 Tooth 67 BSA Victor. Dave Thompson (213) 428-6309.

FOUND: Kidney belt at Antelope Ramblers Hare & Hound run Sept. 15. To claim call (213) 361-4262 days.

1967 DC1-C YAMAHA ROADRACER
5 ports, Dunlop tires, girling shocks, fairing and extra gearing, like new, ready to race $775.00. (213) 863-3361.

1965 BULTACO METISSE bought Dec. 1965, recently overhauled – many spares, just painted $450.00. (714) 846-0992. Leathers also.

1967½ HUSQVARNA
Need money very badly. Top shape $649. (714) 772-7937.

67-1/2 GREEVES – Ceriani forks and shocks – Barnett clutch – Filtron – original $550.00. (213) 287-8769.

HONDA, '67 305 scrambler, bored, cam, excellent mechanical condition, lots of chrome, just over 8,000 miles, over $1,000 invested, $595 or best offer. (213) 397-3315.

'66 HUSKY 250cc good cond. $600.00. (213) 372-9097.

FOR SALE: 66 BMW R-69-S. Must sell, new tires (714) 884-2786.

HONDA OF GLENDORA
1968 Montesa $495. Lots of parts. ¢–160 Hondas $275. to $375, while they last. This weekend only. Used tires from $1.00 up. Lots of Dunlop Trials 400-18 in stock. 723 Alosta Ave., Glendora, Calif. (213) 963-5463.

1956 TRIUMPH 650cc desert ready, skid plate, bars, tries, etc. Good shape $375. (213) 762-1271 after 8 p.m., nights and any time weekends.

DT 1s FOR IMMEDIATE DELIVERY
International Motorcycle, 7233 Canoga Ave., Canoga Park, Calif. Phone: (213) 346-3700.

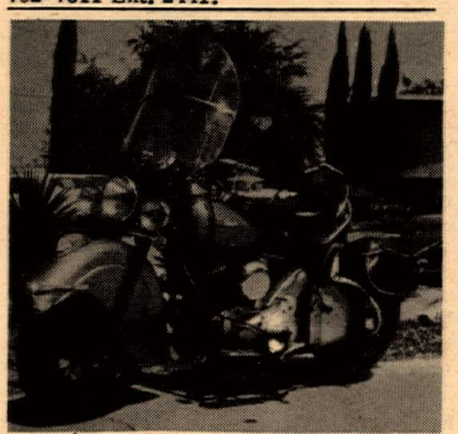
67-1/2 HODAKA tuned by Eddie Crowell, desert ready, expansion chamber, extended forks, girling shocks, K70 tires, big air cleaner, straight cut gears, 1/4 turn throttle $375.00. (213) 248-3839.

HUSQVARNA 360cc 1966 – skid plate, soft seat, excellent cond., good as new. $700. Ph: (213) 534-1282 after 4 p.m.

GREEVES CHALLENGER MX3B springer forks, Ceriani rear shocks, Filtron, 2 plug head, skid plate, excellent condition, fast & reliable $495. Ph: (213) 534-1282 after 4 p.m.

1968 360cc MAICO X4, ridden five times, perfect condition – must sell $675.00. (805) 527-0783.

1967 250 PUR SANG complete fresh engine, Filtron filter, comp. release, Metisse bars, desert ready $595. (805) 762-7311 Ext. 2441.

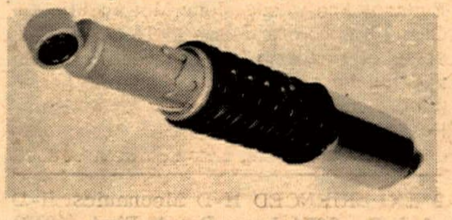


'47 INDIAN CHIEF, original, mint, just restored, new 74 engine $900 or best offer. Call between 9-3. (213) 861-6871.

1968-1/2 360 MAICO X4 ridden only 6 hrs., a steal at $795. (805) 762-7311 Ext. 2441.

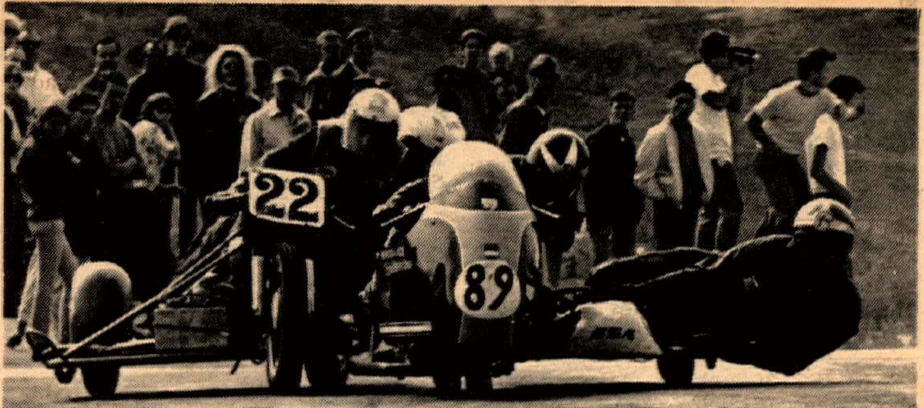
GIRLING SHOCKS FROM PABATCO

Pabatco now carries the famous shock absorber by Girling Ltd. of England. This sturdy shock is three-way adjustable and equipped with an 88 pound/inch spring. It measures 12-3/4" from eye to eye. These Girling shocks come in silver gray with chrome dust covers and are packaged in balanced pairs.



Replacement springs and retainers are available. The replacement damper spring provides firm suspension for even the roughest conditions at a hefty 100 lbs/inch. Part numbers: Girling Shock Absorber, GS-2141; Replacement Spring, 9054/280; Spring Retainer, 9054/171. See your local Hodaka dealer or write Pabatco, Box 327, Athena, Oregon 97813.

JODY JETS AT FINAL AFM CARLSBAD



Sidecar team of Doug Bingham and Ed Wade (22) are about to pass the BSA team of Bob Barker and Bob Bender (89).

Jody Nicholas is about to pass fast moving Mike Lane.

Photos by Len Fallscheer

By Tom Finlay

CARLSBAD, Calif., Sunday, Sept. 15 – First off were the "fifties", followed by the lightweight production road races. The fifty field soon was left with only two running, but he who goes the distance takes the brass, as Ed Clement and Sid Chambers said. In the production scrap, Rodger Wood (Bridgestone) and Rod Schmidt (Honda) were first and second home in the 200. There was a protest in this class, so the results are being held.

The 250-1000cc Production race was an upset as the usual Oriental dominance of the 250 ended when Ted Jewell and his Bultaco took the class. He was followed by Walt Garnett (Suzuki). Jim Chen bagged the 350 after a tussle with Jerry Greene (Bridgestone). George Kerker pulled the usual Norton win in the Open. The 100-125-175 saw the two 125's running in the 175 class, and Ralph Le Clercq served notice that he and his Ducati intend to try and capture the class with a late season drive. An early lap challenge by Al Leonard, looking good after a long layoff, went down the drain when the chain on his ride parted. Mike Lane, doing wheelies each lap through the pit turn, captured the 100 on his Mel Dinesen Hodaka.

Sidecars Sideways

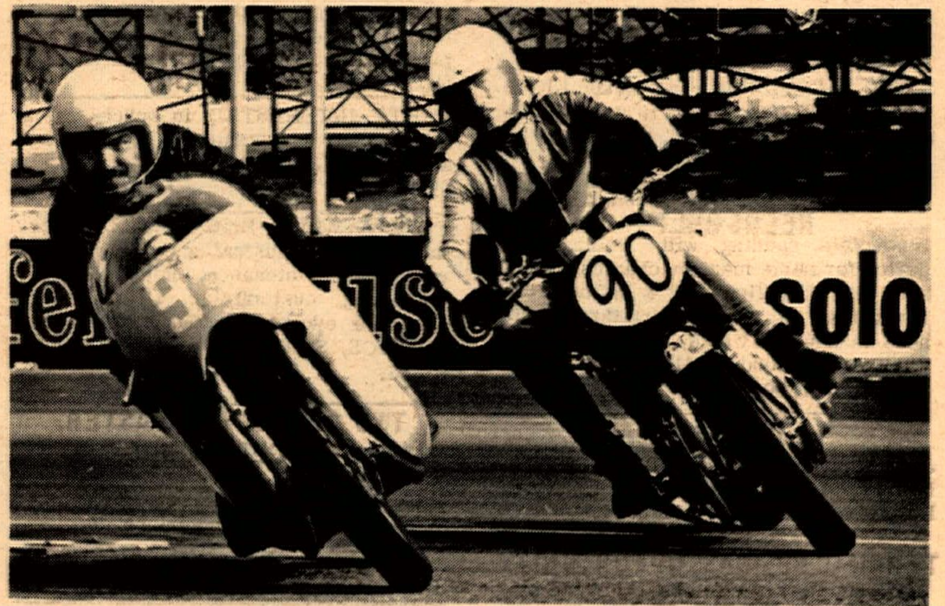
"Wow!" was the unanimous expletive of the fans that lined the pit bend to watch the hacks slide sideways through the difficult turn. Doug Bingham/Ed Wade and Bob Bakker/Bob Bender scrapped all the way to the finish. Bingham even did a giant wheelie going through this section. Following, and looking for a mistake, was Bob Johnson/Mike Van Laar. Bingham/Wade (Harley-Davidson) win, followed by Bakker/Bender.

The 250 GP continued to provide the most action it has all this year at AFM events, as Jody Nicholas and Mike Lane tussled, with Jody finally getting by and drawing away. This event has seen some fine racing this season, with only Nicholson able to dominate consistently.

Slam! Bang! Pow!

The final race was the 350-1000, which featured Jody getting off to a poor start and working his way up. In the lead in the early laps came Jim Chen (Honda), followed by George Kerke (Norton) and John McGillivray (Triumph). McGillivray and Kerker pulled away from Chen, with Nicholas in hot pursuit. Nicholas overshot the last turn and had to ride like mad to gain. Just as Jody was attempting to out-brake the other two, McGillivray's engine exploded in a huge puff of smoke. Kerker barely missed him, in fact had to duck from flying debris, and Nicholas actually bashed fairings with McGillivrays sliding bike. Thanks to some skilled riding, all but McGillivray made it out of the corner. A fine day of racing was witnessed by the faithful.

(Results on page 16)



Mike McGillivray and his trusty Triumph are shown here trying to stay ahead of Norton ace rider George Kerker when his engine blew into a cloud of smoke.

SCRAMBLIN AROUND

By Maureen Lee

The new Huntington Beach scrambles course opens September 29th with the Four Aces throwing their point run there. This makes us happy on two counts; first the Aces are big enough to handle the situation and a run at a new track always runs into shakedown problems until people find out just where exactly everything is; secondly it's neat that one of the oldest clubs in the District will be hosting the first run at the new track, because with all the woes other clubs have suffered the 4-Aces have still been able to continue throwing both desert and scrambles runs that are good.

"Race Of Champions"

The "Old Timers" race will take place about 1 o'clock. We have changed a bit from the original conception of having only riders whose names appear on the District 37 Perpetual Heavyweight Trophy and are inviting those also who have made a name for themselves, especially back in "the good old days," to enter. You'd be surprised at the number of guys who for years were running around fourth, fifth and so in the top ten back when to be a top rider you had to ride both desert and scrambles for points who never got number one but who in their day could have given one heck of a battle to the current top chargers who think speed is all! Where are you, Bob Sandgren? The trophy lists back to 1952 with Bud Ekins establishing a record on it that has yet to be equaled by anyone else. The 4-Aces advise us that the man who held #1 in 1951 wants to ride and that is Greeves distributor Nick Nicholson who is also donating the trophy for the race. Nick will really be a contender as will Jerry Willingham, the latest name to enlist. So, come on you "Old Timers" (that name has nothing to do with age either) if you fill the above category of having done well for a few seasons etc., let us hear from you, care of Cycle News. We have a suspicion that we should have called this the "Race of Champions" instead of "Old Timers" because there's not one of them that is exactly doddering about yet and they may give some of the young blood riders a few jollies!

Have You Entered The Big One?

Corriganville entries are now open. (Hurray!) But, now hear this. Jim Peterson, the DD's President advises that ONLY the official Dirt Digger entry forms will be accepted. Where to get these? Well, if you belong to a club your rep. should have picked them up at the last District meeting; shops will have them and a fascimile appeared last week in Cycle News. Over the years the Diggers have had much troubles with people sending in entry forms that didn't even make sense and then blowing their cool when the club had to reject them for some reason or another. So, to make it a little easier on themselves (they do throw the biggest race of the year y'know) they are putting their foot down about the entries and we're all for it.

DRAG RACING

By Bob Ebeling

Big, big money has again been placed on the block by Lions Drag Strip management. One thousand dollars is the purse and a date for racing and division of the awards is Saturday, November 23rd. Gates will open at 1 p.m.

Decisions that regard how the prize purse and trophies will be awarded have not yet been made. As the announcements are released, you can depend on the pages of "Cycle News" for immediate relay to the readers.

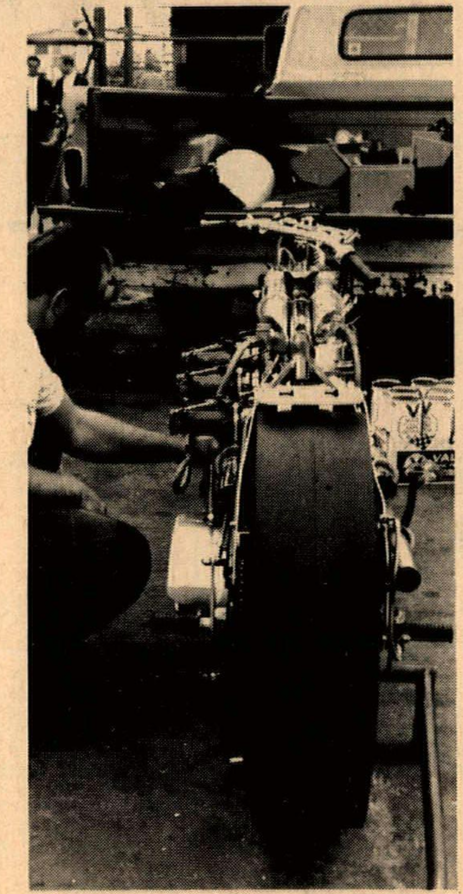
Irwindale–2 Engine 2-Stroke Show

Three bikes entered Irwindale's main gate for competition in the top elimination ranks. Joe Smith led in the early qualifications with the day's best elapsed time of 10.03 seconds and Bob Braverman's new twin engine Kawasaki, was in second with a best run of 10.89. The third qualifier was a team effort of Jerry Hartman and Jerry Logsdon that fielded the ex-Braverman twin engine Yamaha.

Each "Jerry" swapped riding chores, but the best elapsed times kept clocks reading twelve second digits.

Before the actual elimination hours, Joe Smith was forced to load his "Knuckle Head" on the trailer. A small crack had appeared below the rear cylinder and another run could have enlarged it to where all of the lower end could have fallen onto the strip.

Twin-engine two stroke vs. another of the same, only difference in this case was riders, displacement and brand name. When that ever-destined moment of truth arrived, Hartman and Logsdon's twin Yamaha could have turned in the nines and it wouldn't have made a bit of difference. They saw a red light and Braverman's Kawasaki drew an automatic win.



Twin Engine Harley 74 with total of 160 cubic inches driving the M&H auto slick.

Into The Lion's Mouth

The Wilmington, California Lions Drag Strip always draws superior numbers that fill the Sunday program. This weekend, variety was the real spice as twin engine bikes represented Norton, Kawasaki and Harley-Davidson. Needless to tell, for those familiar with bikes, the Harley-Davidson was superior in inches. In fact it's a combination of two 74 inch "Dishpan" Hogs that have been opened up to 80 inches each, and for the poor mathematician thats a total of 160 cubes!

Bob George is the owner/rider and is fully aware of the pure mechanical, demonic power with which he must contend. Bob slipped a clutch and eased the throttle to an easy pace that netted a best run of 11.91 and 121.00.

Four in contention as top bike eliminations were staged. Bruce Miller's Harley Sportster that is pumping extra large pistons up and down custom cylinders, was matched with the 160 inch quarter horse. When the last yellow light flashed out, both clutches were dropped but only Miller moved. His racing opponent was Bob George's drive chain that was trying to snake the quarter mile, sans machine or rider!

Braverman was staged against a single engine Triumph that has been grafted to a Norton crankshaft that provides a strange displacement due to stroke and bore combination. The American Speed Cycle machine was forced to give Braverman a single run, as the Triumph seemed to be losing some compression on one cylinder as a result of a strange hole that appeared as by magic under lean conditions.

A second and final round place Braverman vs. Miller in the position where one, and one only was going to take home a week's groceries. As it turned out, the "Giant Eater" Kawasaki digested a Harley-Davidson that trailed the winner's 11.39 second E.T., with a 11.58 sprint.

Class Winners

Moulders and Reese had little trouble in showing a Norton's best form as they won the B class honors at 11.93 seconds and 110.83 miles per hour.

Troy Preques threw a leg over two Harley-Davidsons (one at a time) and carried off class honors in both modified and gas divisions. His modified street bike had the clocks stopped in 13.55 seconds, with the miles per hour dials frozen at 98.20. The gas dragster led big inch contenders with a 12.23–109.48.

Quickest and fastest of the modified machines was entered by old familiar Grant Hannah and his 650cc Triumph. Grant clocked a best of 12.30 seconds and 107.65 miles per hour.

Top man in the conservative stock department was Willhite and his 55 inch Harley Sportster. Man and machine showed a days best of 13.29 seconds and 97.03 miles per hour.

Just think! A pure stock three cylinder Triumph, betters that by a quarter second and 5 miles per hour! Gear, jet it, and even the modified racers had better beware!

Sat., Sept. 14, 1968 IRWINDALE DRAG

By Bob Ebeling

TOP BIKE:		
Bob Braverman	Kaw	10.89–129.00
RUNNER UP:		
Hartman & Logsdon	Yam	Red Light

Sun., Sept. 15, 1968 LIONS

TOP BIKE:		
Bob Braverman	Kaw	11.39–125.00
RUNNER UP:		
Bruce Miller	H-D	11.58–117.00
STOCK STREET:		
AA – Green	H-D	16.81– 73.95
A – Willhite	H-D	13.29– 97.03
B – Malland	Nor	13.50– 95.00
D – Franklin	Hon	16.33– 76.01
F – J. Liggett	Suz	19.49– 61.22
MODIFIED:		
AA – Troy Peques	H-D	13.55– 98.20
A – Richardson	H-D	13.01–100.00
B – Hannah	Tri	12.30–107.65
E – Linn	Suz	13.11–101.00
F – Bumett	Yam	16.89– 71.48
GAS:		
A – Troy Peques	H-D	12.13–109.48
B – Moulders & Reese	Nor	11.93–110.83
F – Zeman & Spivack	Suz	16.61– 75.89

Grant Van Tech
MOTORCYCLE CONVERSION KITS
Grant Industries, 3680 Beverly Blvd., Los Angeles

USED PARTS ALL MAKES
40% TO 60% OFF
* YAMAHA DEALER *
SCRAMBLER MOTORCYCLES
1801 W. Burbank Blvd. Burbank, Calif.
849-5907 or 845-8738 Ext. * 7

CYCLE NEWS

25 CENTS October 10, 1968

AMERICA'S ONLY WEEKLY MOTORCYCLE NEWSPAPER

Photo by Maureen Lee